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M. KERENSKY QUITS WORKERS' BUREAU ON ADVERSE VOTE

Maximalist Opposition Also Compels Other Members To Withdraw

TO ARREST LENIN

Democratic Conference Is Inaugurated To Prevent Catastrophe

(Reuter's Agency War Service)

Petrograd, September 27.—The All-Russia Democratic Conference has been opened. There are 1,200 delegates, headed by M. Kerensky. Several diplomats were among the spectators.

M. Tcheidze in a speech inaugurating the Conference said that the reason for the Conference was the grave condition of the country. M. Avkentsieff said that the time had come for democracy to collect its forces to prevent an irreparable catastrophe.

It is reported that the Extremist Lenin has arrived in Petrograd. Orders have been issued for his arrest, but he must not be arrested if he appears at the Conference.

The Revolutionary Militia styled the "Red Guard" has been re-constituted.

M. Kerensky has resigned from the Bureau of Soldiers' and Workmen's Delegates. The other members of the Bureau had previously resigned owing to the vote of non-confidence passed by the Maximalists.

M. Terestchenko, the Minister of Foreign Affairs, has resigned in consequence of attacks made on him by the Revolutionists. Thus the Cabinet is now exclusively Socialist.

Seventeen Germans and Swedes connected with the German Military Espionage Organisation have been arrested.

YUNNANESE MOVING TO ATTACK SZECHUEN

800 Troops Reach Shangshanchiu; Peace Negotiations Declared Insincere

Reuter's Pacific Service to The China Press

Peking, September 28.—The Minister of War has received a telegram from General Liu Tsun-hao, stating that 800 Yunnanese have arrived at Shangshanchiu from Siutienlung, while over 1,000 are marching from Yunghsien, with the intention of attacking the Szechuenese. General Liu Tsun-hao asserts that the Yunnanese have not shown sincerity in their peace negotiations.

Italian Army Destroys Railway At Podberba

Airmen In Attack To Cut Off Traffic In Bazza Valley

(Reuter's Agency War Service)

Rome, September 28.—An official communique reports: Our airmen, aiming at interrupting the railway traffic in Bazza Valley, caused the destruction of the railway-plant at Podberba. Our bombarding squadron reached Pola, yesterday and effectively bombarded the arsenal and also the submarine base at Olivie Reef, dropping three tons of bombs.

Robbers Kill Two In Attack On Boat

Assail s.s. Shutung In Yangtsze Gorges; Gen. Wu's Chief On Board

Reuter's Pacific Service to The China Press

Peking, September 29.—It is learned that General Wu Kwang-hsin's Chief of Staff was travelling on the s.s. Shutung when it was attacked by robbers in the Yangtsze Gorges. The officer escaped, though a number of the passengers were wounded and two killed. The s.s. Shutung returned to Peihsien and local troops were immediately sent out to hunt down the robbers. Later, the Shutung left for Chungking, escorted by water-police.

German Officer-Prisoners Say Man-Power Shortage Must Result In Surrender

Consider Entry of America is Fatal to Central Empires' Cause; All Counter-Attacks Beaten

(Reuter's Agency War Service)

London, September 28.—Field Marshal Sir Douglas Haig reports: We broke up a hostile counter-attack yesterday evening against our positions at Zonnebeke and cleared up isolated strong points southward of Tower Hamlets and southward of Polygon Wood.

We carried out a successful raid southward of Cherisy. There has been considerable hostile artillery work southward of Lens.

The War Office points out that a German official communique states that we gained less territory on the 26th than on the 20th. This is perfectedly true but the objectives set were smaller and all those objectives were gained.

The War Office adds that Quartermaster von Ludendorff, in an official communique, in purposely misleading phrases, describes the fighting near Zonnebeke and Gheluvelt. He omits to state that the Germans lost Zonnebeke but emphasises the retention of Gheluvelt, which was outside the objectives set for the British.

Germans Admit Defeat

A German official communique reports: "After hand-to-hand fighting we repulsed attacks north-eastward of Frezendberg and the Menin Road. The enemy still occupied crater-positions in our front line on the Ypres to Passchendaele Road."

Reuter's correspondent at British Headquarters wires: It is remarkable that a year ago we were fighting day after day for objectives on the Somme ridge and it could seldom be said that a definite operation had really been finished whereas recently objectives tackled in the morning have been secured by the evening.

The latest officer-prisoners, as last week, are very depressed and confess their conviction that Germany cannot continue much longer because of her serious shortage of man-power. The similar belief existing in the ranks is made evident by the readiness with which bodies of troops, especially Saxons, surrender, while it is generally felt by the Germans that the entry of America is fatal for the Fatherland.

The thoroughness with which our artillery searched the ground made the resistance of the block-houses and the shell-holes less than anticipated. Sniping is increasing owing to the favorable conditions.

Praise for Australians

On all hands I hear enthusiastic praise of the work of the Australians. These irresistibles have advanced afresh near the south end of Polygon Wood. The little-used rifle is the principal weapon of the Anzacs. While advancing one part of their front they encountered some advancing Germans. Our creeping curtain-fire forced the enemy to fall back into their own barrage, suffering heavy losses.

Londoners suffered the heaviest counter-attack of the day, when yesterday afternoon they were temporarily driven out from a couple of points on the left, one of which they retook with their supports.

Our barrages have been magnificent. The enemy's started late and were comparatively ineffective.

Further particulars of the fine stand made by two companies of Argyll and Sutherland Highlanders show they were filling a gap in the line. In the course of the big German counter-attack on Tuesday storm troops and infantry of the line of at least 4 divisions were employed. When our line had been bent back the Argyll and Sutherlands were left well in the open, smothered with German shells and cut off by our own barrage. Doggedly these gallant Scots stuck to their position. They seem surprised at the suggestion that they have done anything uncommon. They could see how our front on both their flanks had been pushed well back by the weight of German numbers and they might have judged that it was impossible for supports to reach them, although their commander with another company of the battalion was lying close to the barrage, awaiting an opportunity to penetrate it.

'Behave Wonderfully'

The Anzacs on their flank behaved wonderfully, deploying and throwing back waves of men methodically in order to restore temporarily the displaced line and, before our counter-attack was launched in the afternoon, the Australians had repaired the break.

Although this counter-attack was splendidly successful in proportion to the superiority of the enemy, our former front was not entirely reached, and at nightfall the Argyll and Sutherlands were still in the open. They might have withdrawn in the darkness, but they had been told to hold the position and meant to do so as long as possible. So, when in the morning our whole line advanced, there were the valiant Scots in their place. The battalion boasts that, despite the heavy attacks made by the enemy, it did not lose a single prisoner.

Our prisoners are amply testifying to the disorganisation of the German reserves as the result of our air-spotting and artillery bombardments.

The spirits of our men are amazing because they know, as never before, that they can drive the Huns and the Huns cannot come back.

On The French Front

Paris, September 28.—The official communique issued yesterday evening reported:—There has been an intermittent artilery action on the greater part of the front, but most marked south of Ailles and north of Douaumont.

The communiue issued this afternoon reports: Three times the enemy attacked, at Four-de-Paris, north-west of Tahure and west of Navarin, in the Argonnes. Our gun and rifle fire prevented them reaching our lines. The enemy suffered heavy losses. Our air-squadrons heavily bombed enemy aerodromes, railway-stations and cantonments. All their objectives were attained.

Second Liberty Loan Announced For Oct.

Calls For G.$3,000,000,000 At Four Per Cent Interest; Matures In Fifteen Years

(Reuter's Agency War Service)

Washington, September 28.—Secretary of the Treasury McAdoo announces that the second Liberty Loan for G.$3,000,000,000, bearing interest at 4 per cent per annum and maturing in fifteen years, but redeemable at the option of the Treasury, in ten years, will be offerable to the public on October 1.

German Munitions Plant Burnt Down

Big Works At Emmshofen Totally Destroyed By Fire

(Reuter's Agency War Service)

Zurich, September 28.—A fire has completely destroyed the large German munition-works at Emmshofen, near Constance.

U.S. Shipping Board To Take More Vessels

Government To Requisition, At Lower Rates, All Over 2,500 Tons

(Reuter's Agency War Service)

Washington, September 28.—The Shipping Board announces that every American merchantman over 2,500 tons deadweight capacity available for ocean service will be requisitioned on October 15 at rates considerably below the present rates charged by American vessels for carrying Government supplies.

Venizelos Resigns Ministry Of War

Post Given Up By Premier Is Offered To General Danglis

(Reuter's Agency War Service)

Athens, September 28.—The Premier, M. Venizelos, has given up the Ministry of War, which has been offered to General Danglis.

American Airman Falls Through Roof Without A Scratch

"Red Scanlon, sometime of the U. S. A. and the Foreign Legion of France, has had the most wonderful escape on record at a certain French camp for training aviators. While flying in a Nieuport his machine got beyond control and fell with him five hundred feet to the ground, crashing through the roof of the camp bakery.

The captain in command of the corps and others rushed to where Scanlon was seen to fall. The young American, who had emerged from the debris without a scratch, was ordered, when the captain came up, to hurry into the bakery and help the pilot who had fallen, if he was still alive.

Scanlon saluted the captain, saying, "He's all right." "Who was it that fell?" asked the captain. Scanlon again saluted: "C'etait mo; monsieur le capitain." ("It was I.") The next day Scanlon went up again to see what the hole in the bakery roof looked like from above.

UNIVERSITY FIRE WIPES OUT NANKING LANDMARK

First 3 Storey Structure; Treasurer Loses Personal Effects Saving School Property

Special Cable to The China Press

Nanking, September 29.—The big blaze at the University started at 8.30 a.m., when a smouldering fire was discovered in the third storey of the Administration Building, used for teachers' dormitories. The whole floor was rapidly enveloped in flames.

Only Treasurer Owen and some students were in the building. Mr. Owen abandoned all his personal effects in the suite above, to save the university's valuables.

Six Chinese companies of the fire brigade, with hand-machines, had to fight at a disadvantage, their arrival being delayed. The high building was then a mass of raging flame and there was mutual confusion.

The office and lower room effects were all removed, but the upper room furnishings and the property of several teachers are a complete loss. The building, too, has been practically gutted, though the lower woodwork has not been burned.

This early landmark was Nanking's original three-storey building and has give the locality the name of San Tsen Lo. The cause of the fire is unknown. The building was insured for Tls. 8,000 and the furnishing for Tls. 4,000.

Peking Working To Aid Flood Victims

50,000 Catties Of Bread Sent Down; Premier Tuan Heads Committee

Reuter's Pacific Service to The China Press

Peking, September 28.—In order to provide immediate relief for the sufferers at Tientsin, Wu Ping-hsiang, the Superintendent of Police in Peking, yesterday sent down 50,000 catties of bread, which will be distributed under the supervision of the Superintendent of Police in Tientsin. Meanwhile, funds are being raised in Peking, many high officials subscribing large sums. Premier Tuan Chi-jui is personally heading the relief committee.

Russian Destroyer Sunk Off Oesel Id.

Strikes An Enemy Mine; Only Eleven Of The Crew Saved

(Reuter's Agency War Service)

London, September 28.—(By wireless).—A Russian official communique reports: An enemy mine sank a destroyer off Oesel Island. Eleven of the crew were saved.

New British National War Bond Issue Is Announced For Oct. 1

Five And Four Per Cent; Exempt From Tax For Holders Outside Kingdom

(Reuter's Agency War Service)

London, September 27.—There is to be an issue of British National five per cent War Bonds at the price of £100 repayable on October 1, 1922, at £102, 1924 at £103 and 1927 at £105, and of four per cent War Bonds (Income Tax compounded) repayable in 1927 at £100. Interest will be payable on April 1 and October 1. The first dividend will be paid on April 1, 1918. The Bonds will be exempt from British taxation for holders outside the United Kingdom.

CONVENING OF NATIONAL COUNCIL, CABINET TOPIC

Mandates Said To Be Already Sealed; $300,000 Voted For Flood Relief

Reuter's Pacific Service to The China Press

Peking, September 29.—The Cabinet yesterday discussed the convocation of the National Council. It is understood that the mandates concerning the Council are already sealed and were ready for publication last night, but were held up owing to the receipt of an important telegram from Li Kai-hsin, the delegate sent to the South.

The Cabinet also discussed military and financial matters and then the question of the floods at Tientsin was introduced. It was decided to apporopriate $300,000 for relief work, which Hsiung Hsi-ling will be appointed to supervise.

Provinces Ask Ban On Silver Exports

Reuter's Pacific Service to The China Press

Peking, September 28.—Owing to scarcity of silver in the market, a number of Provinces have asked permission to prohibit the export of silver from their Provinces.

Mail Notices

MAILS CLOSE

For Japan:—

Per N.Y.K. s.s. Hirano M. Sept. 30
Per N.Y.K. s.s. Omi Maru Oct. 2
Per N.Y.K. s.s. Kumano M. Oct. 4
Per N.Y.K. s.s. C'kuzen M. Oct. 5
Per N.Y.K. s.s. Chikugo M. Oct. 8

For U.S. Canada and Europe:—

Per T.K.K. s.s. Korea M. Oct. 8
Per P.M. s.s. Colombia.. Oct. 13
Per T.K.K. s.s. Siberia M. Oct. 18

For Europe:—

Per N.Y.K. s.s. S'zuoka M. Oct. 14

WASTAGE OF GERMAN RESERVES IMPORTANT

Gen. Maurice Says Objectives Never So Completely Gained As Recently

(Reuter's Agency War Service)

London, September 27.—General Maurice, Director of Military Operations of the Imperial General Staff, interviewed by Reuter's representative, reviewing the military situation said that the pause in the operations on the western front which had just been broken was due to the rain and mud in August rendering the bringing up of guns a very formidable task. On the other hand, it afforded the enemy time to re-inforce their artillery and infantry, which necessitated more deliberate preparations for the resumption of the offensive, the results of which amply justified Sir Douglas Haig.

The present operations are part of the battle which began on July 31 for possession of the Ridge from Menin Road to Paaschendaele, which is the key to the situation. Despite the counter-attacks of the enemy being more desperate than ever, we have never gained the whole of our objectives so completely as in the last two fights.

Owing to the German plan of holding lightly the front line, relying on their pill-boxes and their densely formed counter-attacks, there has been no slaughter of the Germans which can be compared to that which occurred on the 20th since the first battle of Ypres. A very important aspect of the future is this terrible wastage of the German reserves.

When we have secured this Plateau, we shall have achieved a definite victory, because there is nothing but the plains beyond. Moreover from this plateau guns can dominate the coast.

Since July 31, the Germans have employed 75 per cent more divisions than ourselves.

With regard to the Italian front, from which General Maurice has just returned, he said that we must not expect an early and dramatic success, but the situation gave great promise for the future. The passage of the Isonzo was one of the greatest feats of the whole war.

Minister Of Finance Fetes Admiral Knight

American Legation Officials And Prominent Chinese Guests At Botanical Gardens

Reuter's Pacific Service to The China Press

Peking, September 28.—Liang Chi-chiao, the Minister of Finance, yesterday entertained Admiral Knight to tiffin at the Botanical Gardens. The guests included Miss Knight, the American Minister and the staff of the Legation, besides prominent Chinese. Admiral Knight and his Staff leave today.

AUSTRIAN LIBERAL PARTY CALLS FOR PEACE OVERTURES

Name Committee To Decide Quickest Way To Bring About Truce

MICHAELIS' BOAST

'Await With Confidence And Calm Military Exertions Of United States'

ATTACK ON WILSON

'Attempt To Sow Dissension Has No Prospect Of Success'

(Reuter's Agency War Service)

Zurich, September 28.—The German Liberal Party in the Austrian Reichsrath has introduced a resolution in favor of the formation of a committee of fifty-two members to discuss how the Austrian Parliament can most quickly promote the conclusion of peace.

Amsterdam, September 28.—In the Reichstag, today, the German Chancellor, Dr. Michaelis, declared that Germany's relations with neutrals are satisfactory and have not been disturbed by the exertions of the enemy press. Germany would continue to participate in provisioning neutrals.

Dr. Michaelis enlarged upon the economic and financial difficulties of France and Italy and the inexorable effect of submarinism, saying that it was only the hope of dissension in Germany that caused British statesmen to adhere to their impossible war-aims. He affirmed that the United States is endeavoring to create war-enthusiasm by unparalleled terrorism. "We await with confidence and calm the military exertions of the United States."

The Chancellor remarked that the German reply to the Papal note has "obviously embarrassed the majority of our enemies. I must at present decline to specify our war-aims and bind the hands of our negotiators." It was difficult to understand how anyone acquainted with international usages could expect Germany to bind herself to a solution prejudicial to her interests.

Dr. Michaelis attacking President Wilson's reply to the Pope, said that his attempt to sow dissension between the people and Government of Germany had no prospect of success. The attempt had had the opposite effect and had bound all Germans more firmly in their resolve to oppose foreign interference.

A remarkable article appears in the Tageblatt, maintaining that the Reichstag must insist on its peace resolution and the German people must have a say in framing the conditions of peace, if it is to be lasting. "There can be no new Europe until there is a new Germany."

BRITISH NAVAL PLANES DESTROY 15 GOTHAS

Bomb Machines At St. Denis Westrem Believed About To Raid England

(Reuter's Agency War Service)

London, September 27.—The Admiralty reports:—Our naval aeroplanes today bombed St. Denis Westrem aerodrome and also the sheds and fifteen Gothas lined up in the aerodrome. A direct hit was observed on the latter. All our machines returned safely.

It is believed that the Gothas bombed at St. Denis Westrem were about to raid England.

The Weather

Northerly gale on the coast. The maximum temperature recorded yesterday was 79.7 and the minimum 61.5, the figures for the corresponding day last year being respectively 78.1 and 62.6.

GERMANY MAY FIGHT JAPANESE IN SIBERIA

If Teutons Overrun Russia, Professor Expects Them In Far East

PETROGRAD A BARRIER

Tokio Troops Not Likely To Go To Front When Danger Impends

(From a Japanese correspondent of The Japan Advertiser)

Complaints are heard from various Entente Powers in the west as to Japan's indifference toward the world war and its developments, when she is one of them. It is thought by some people of the west that in order to do her full share as an Entente Power, Japan should send an army of expedition to Russia, that is to the eastern front. In other words, Japan should address herself to the war with more vim and vigor.

It is natural for the powers which are actually engaged in warfare at the front to raise complaints of that kind, especially as Japan is not suffering from the effect of the war very much, but is rather enriching herself because of the economic changes brought about by the war and over which she has no control. Sympathies of all Japan should go toward the suffering nations of the west which are allied in the war with her, sympathies which are material as well as in spirit. If they are not shown to the full extent of Japan's capability, it is because the Japanese people are not sufficiently awakened to the realities of the war and what it means to Japan and her allies. Not immediately feeling the effect of the war, as it is being fought far away, it is not unnatural for the Japanese people not to be so alert as the western allies are. Certainly, the effect of the war with all its grim realities will come to be felt by Japanese as much as by the western people, in course of time, especially if the war zone should ever be stretched out so as to cover the Orient. But at present Japanese are getting second hand impressions of the war. It is a very difficult matter to arouse among them as much interest as among the European people, even as among the American people, by merely telling them of the duty which they owe to humanity or to the cause of the Entente Powers in general.

Government Not Asleep

Even though the common run of Japanese people may not take so much interest in the war as they might be expected to take by the western allies, the ruling classes of Japan are not asleep by any means. That the Japanese Government and the leading Japanese have been more than willing to do their share in the war has already been said often enough. Indeed, Japan has done her share, is doing now, and will do more in future, if only she sees what more she can do, provided that she will not endanger her national existence. Misery loves company. When the European nations are suffering from the horrors of war and Japan alone of all the first class powers of the world is not suffering it is natural that she is looked with a sort of envy by others in suffering. But there is no reason why Japan should purposely plunge into the horrors because of her sympathy toward her allies. Moreover, she can do her share in the war without experiencing the horrors, nay she may not be able to do her share if she did experience them. What little assistance she has been rendering was possible because she is out of the horrors.

Japan's Attitude Sensible

Everything considered carefully, the position which Japan is now taking in the war, with all its minor faults, is just about the most sensible one that she can take. The western critics of Japan, who base their arguments on the fact that Japan is not mobilising her army to the front, are forming their opinion too hastily, without carefully weighing evidences in the balance. At the risk of repeating what has been said as to the practical impossibility of sending an army of expedition to Europe, it may be stated here that if Japan were to undertake such a gigantic enterprise she will have to suspend nearly all of her national activities and devote all her energy to the undertaking. If such an undertaking is to be entered into, it will mean that Japan has gone mad to seek her own national destruction. Until all the Japanese become mad or without being attended by some such thing as a revolution at home, there will be no probability that Japan will undertake it, at least for the present.

The question of Japanese mobilisation was casually discussed by the writer with a Japanese general in active service recently. The general, being a friend of the writer, smiled and said quite in an easy manner:

"It is not impossible to send an army of Japanese soldiers to take care of the Russian Far Eastern possessions, as for instance east of the Kingan Mountain, or even east of the Ural Mountains." (The Kingan Mountain is in Eastern Mongolia.) "There is no difficulty in doing so, because there will be no opposition offered to the Japanese army there. We may take possession of the Trans-Siberian Railway and manage it properly.

500,000 Men Minimum

"But when it comes to sending any size of an army to the battle front, I draw the line. If we ever send an army expedition, we will have to send at least 500,000 soldiers, including rearguards. That will be an enormous task. Besides, under the present condition of the Russian army, in which the soldiers there are not doing their part in a proper manner, we are likely to be placed in a very awkward position, should the enemies break through the Russian lines on both ends of our battle line and envelop us.

"I am talking from the point of view of actual military operation at the front. As for the question of transportation of soldiers and their provisions, that is an enormous problem which it will be almost impossible to solve. If we should decide to send such an army, we will have to go by the Trans-Siberian Railway. The water transportation is altogether out of the question."

Here the general shook his head, to give emphasis to his assertion. He did not go into details of the reasons why it is out of the question. But it is understood that even if there were sufficient ships to carry the soldiers to Salonica or some other points in the Mediterranean Sea, they will find it almost impossible to reach the eastern battle front from those points, because the enemies are between Salonica and the Russian front.

"What if all the Entente Powers jointly request Japan to send an expedition to Europe?" The question was put to the general in the hope of obtaining a definite reply to it. The general casually replied:

War Department Opposes It

"It may be that the present ministry will be persuaded to comply with such request, if it should come. But, mind you, the war department will oppose it."

The writer was somewhat embarrassed by this pronouncimento of the general so that he forgot to ask the reason why the war department will oppose it when the ministry should approve of it. It is understood, however, that the general meant that the Japanese army stands for the defense of the Japanese Empire, and that unless the very existence of the empire is threatened the army shall not mobilise. Certainly if the Japanese army should be mobilised Japan will have to be ready to lose all of the soldiers sent, as the Japanese soldiers are not expected to beat retreat. It will mean a serious gap caused in the means of national defense of Japan, and the war department will find it a serious problem to fill the gap afterward.

"What if Russia should conclude a separate peace with Germany and together with Germany turn her front against Japan?"

To this question, the general quite diplomatically avoided a reply and merely smiled. A gentleman, a great scholar and professor, who was with us while the conversation was going on put in his words.

Japan And Russia May War

"Well, then, it will mean a war between Japan and Russia again."

The general was silent, with, however, an air of perfect assent to the opinion of the professor. This statement was made by that professor, who is noted for his taciturnity except when he is called upon to say something, in a rather stern and prophetic manner that the writer gathered an impression that Japan of the ruling classes is silently preparing for any such eventuality. It will be a serious problem for Japan, should Germany succeed in winning the heart of the Russians, or in overrunning that land. With Russia gone as a wall to fend off the Germans, there will be no barrier to their eastward advance toward the Far East, until they come in conflict with the Japanese army.

Should such situation develop, then it will be a case of actual warfare with all her power of defense on the part of Japan. Japan is getting ready to meet such an eventuality. For that purpose alone it is impossible for Japan to act recklessly now.

Before the conversation was closed, the general added that Germany, in spite of various opinions to the contrary, is quite able to carry on herself for yet a long while, thus giving emphasis to the general opinion among the army men that Germany is a powerful military nation. The general does not believe that Germany's supplies oof necessities will become short, although her man power will naturally decrease as the war goes on. But the decrease of man power is not confined to Germany. It will be a same thing throughout the belligerent nations.

This opinion adds more to the improbability of Japan undertaking an expedition to Russia, aside from various other considerations, such as the lack of welcome which the Russians may show to the Japanese soldiers under the present conditions of that country, and others.

AMERICAN SONG SERVICE WILL BE HELD TODAY

The first American Song Service of the Autumn season will be held this afternoon at 5 o'clock in the Palace Hotel Assembly room. The Rev. Frank Rawlinson will be the speaker and there will be a program of special music. All members of the American community are invited to attend and bring their friends.

News Brevities

Among passengers leaving Shanghai yesterday were:—Mr. R. S. Dougal, Mr. and Mrs. L. Everitt and children, Mr. C. D. Komaroff, Mr. R. Van der Woude, Mr. F. S. Wisner, Mr. J. G. Smeaton, Mr. F. S. Gibbings, Mrs. F. Ezra, Mr. A. V. White, Capt. and Mrs. J. Inch and children, Mr. E. Poskitt, Mr. E. C. Allen, Mrs. H. R. Zanki and infant, Mr. A. Jessiman, Mr. A. Glemby, Mr. and Mrs. A. E. Lanning, Mr. F. J. Hinton, Mrs. J. R. Hinton.

* * *

At Hill's Bazaar, which opens tomorrow, no less than 20,000 articles, value $50,000, are to be offered for sale during the next 12 days. The proprietor makes the comforting announcement that the autumn and winter outfitting goods for ladies', gentlemen's and children's wear, also household linens will be offered at even lower prices than last winter. The bazaar will be open every day from 8 a.m. to 7 p.m.

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Cantorovitch advertises the commencement of his great winter sale from tomorrow, and promises bargains in ladies', children's and men's requirements.

* * *

A recent arrival in Shanghai has been Mr. Roland S. Haskell, of Los Angeles, Cal., who has come out to join Mr. H. D. Rodger, in his law practice, which will henceforward be carried on under the firm name of Rodger and Haskell. Mr. Haskell has had five years special training in leading law offices of Southern California, and has been in private practice for over two years in Los Angeles. He is a graduate of the College of Law, University of Southern California, and in 1915 was admitted to practice in the Supreme Court of the State of California, and in the U. S. District Court of that State.

* * *

Mr. Tan Yen-kai, former acting Tuchun of Hunan, is now in Shanghai, having arrived here Wednesday. He is now staying at his own home on Ward Road. When interviewed on the political situation in that province, he was non-committal.

* * *

The President of a certain trust, named Wang, who is suspected of being implicated in the bomb-throwing recently at the Great World, the Frenchtown Amusement Park, has been arrested by the French Police authorities.

* * *

Theatrical performances by actors and actresses as well as sing-song girls, Japanese sleight-of-hand, Boy Scout drill, moving pictures, minstrel shows, story-tellers, Oriental and Western music, lanterns and impersonations of different kinds of Chinese traders featured the opening day of the fete at Hardoon's Garden yesterday. The garden was profusely decorated and all kinds of eatables and drinkables were offered for sale. As the sale of the entrance tickets was widely distributed among the committeemen, it could not be ascertained exactly how many tickets were sold.

* * *

Mr. R. Van der Woude left Shanghai yesterday for Canada.

* * *

Sir Wm. and Lady Rees Davis and Sir Charles Elliot left for Hongkong by the s.s. Siberia Maru.

* * *

The wedding of Mr. Cecil Harris, the popular ex-officer of the Hongkew Co., S. F. D., and Miss Eva Bourke is announced to take place on Saturday, October 27, at St. Joseph's Church, at 3 p.m.

* * *

Some 250 British naval officers and sailors passed through Shanghai yesterday on their way to England from Hongkong. A number of American naval officers from Manila also passed through here en route home.

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ALL ALLIES MUST SHARE SACRIFICES

Conferences Between U. S. And Japan Followed Closely By Great Britain

MUST SAVE RESOURCES

Recent Rulings Necessary By Each Nation To Insure Own Position

London, September 12.—Reuter's News Agency learns that the series of conferences between the Japanese mission now at Washington and the American Government is being followed with much sympathetic interest in Great Britain. One of the most significant features of the present stage of the great war, it was remarked in an authoritative quarter today, is the imperative necessity in which every nation, whether neutral or belligerent, now finds itself of husbanding its resources with the utmost care and foresight.

Every nation has been obliged to examine, with a thoroughness hitherto undreamt of, the relative urgency of its various requirements and, having come to a definite view on this subject, has to give an attention hardly less detailed and exhaustive to the requirements of those other nations which may be in a position to supply its wants. The embargoes which the American Government has been obliged to place on foodstuffs and such all-important commodities as steel illustrate this necessity to a marked degree.

Norway Offers Shipping

Norway for instance, in going over her housekeeping accounts once again, with increased anxiety, realised that in order to secure concessions from America in the matter of provisions and metals she must make some substantial sacrifices and a tentative offer of a million tons of shipping for coastwise trade was forthcoming almost immediately. Holland and Sweden have suggested equivalent concessions in the same spirit.

It is becoming universally recognised that every country involved in or affected by the war feels its own welfare at stake, the immense republic of North America no less than the little kingdom of Denmark. Each has outstanding needs and each has to consider what she can dispense with in order to satisfy them.

Atlantic Needs Tonnage

The one outstanding need with America as with Great Britain and all the European Allies is tonnage. America has a thousand uses for steel and many of her very greatest industries will have to be starved for the lack of it. Even so, President Wilson recognises that steel must be exported in certain quantities and it will be very interesting to see to what extent he will be able to modify the embargo in favor of Japan. In Viscount Ishii Japan has a representative who can present her case very efficiently, while fully appreciating the difficulties of America. It may be confidently hoped, therefore, that the conference will end to the mutual satisfaction of both countries.

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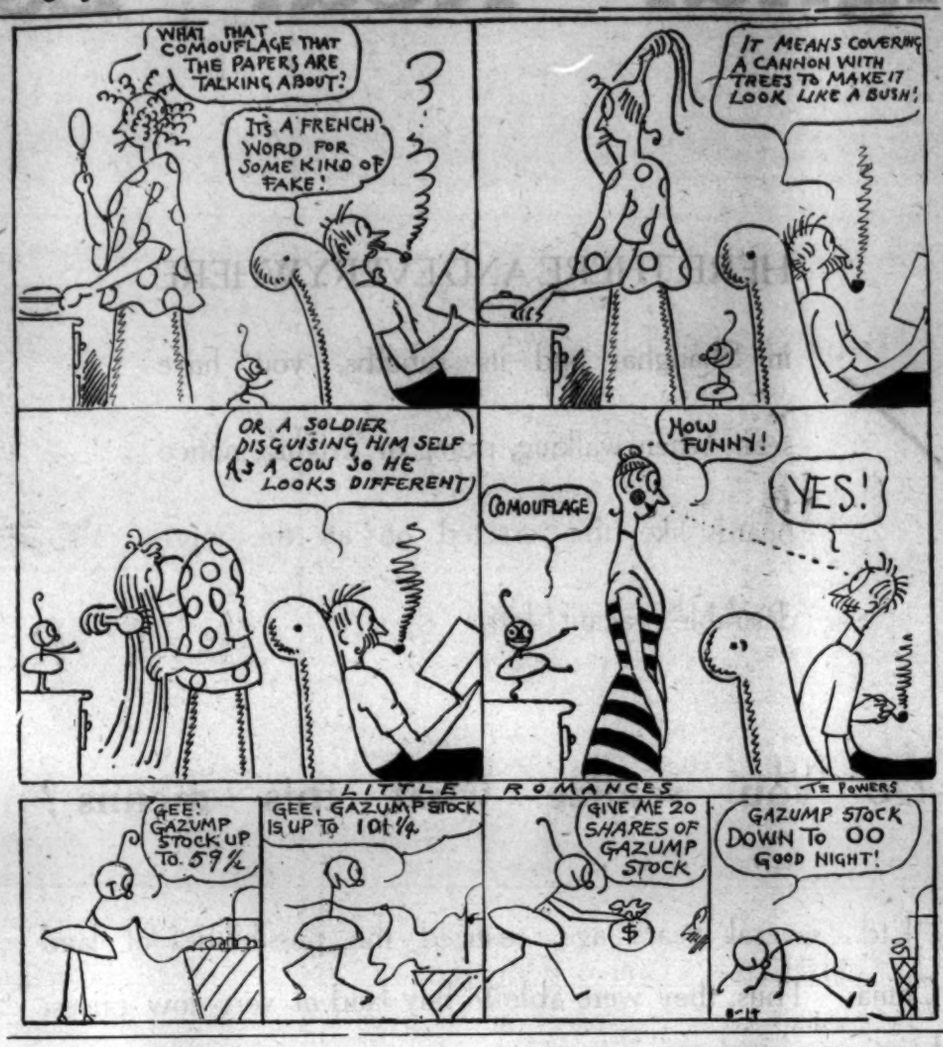
Joys and Glooms By Tom Powers


WHAT THAT COMOUFLAGE THAT THE PAPERS ARE TALKING ABOUT?
IT'S A FRENCH WORD FOR SOME KIND OF FAKE!
IT MEANS COVERING A CANNON WITH TREES TO MAKE IT LOOK LIKE A BUSH!
OR A SOLDIER DISGUISING HIM SELF AS A COW SO HE LOOKS DIFFERENT
COMOUFLAGE
HOW FUNNY!
YES!
LITTLE ROMANCES
TE POWERS
GEE! GAZUMP STOCK UP TO 59½
GEE, GAZUMP STOCK IS UP TO 101½
GIVE ME 20 SHARES OF GAZUMP STOCK
GAZUMP STOCK DOWN TO 00 GOOD NIGHT!

DOWN GOES A DISLOYALIST

A Sailor Of German Blood Uses A Good American Fist

The peculiar German frame of mind was exhibited on the boat plying between New London and New York on Sunday morning last, says a correspondent of the New York Sun.

A number of American jack tars were behaving themselves when they were approached by one of a group of Germans who remarked to one of the sailors, "Are you a United States sailor?" The sailor rejoined, "Yes, I am a United States sailor." "Well, you look German," said the interloper. "Perhaps I look German, replied the sailor, "but I am not German; I am an American, although my father and mother are both German."

The German persisted in his remarks, which were distasteful to the sailor, and finally the German said, tapping his own chest, "Have you not one spark of love for the fatherland?" This was too much for the tar, who smote the German under the jaw, felling him.

It seems to the writer that this German effort was on a par with so many of their acts of sedition in a country which has been kinder to them than their own.

London Press Gives Highest Praise To Wilson's Message

London, August 30.—Nothing President Wilson has said, written or done since he declared the entrance of the United States into the struggle against militarism has called forth heartier indorsement by the British press than that which is today accorded his reply to the Pope's note.

The unambiguous directness of the President's language is hailed as wholesome and bracing plain speaking, especially by newspapers which constantly oppose pacifist tendencies. These newspapers regard the note as a stern rebuke to the "feeble spirits" who see in the Pope's proposal an acceptable base for negotiations.

The message also is welcomed as recalling the attention of the civilised world to "the monstrous character of warfare let loose against mankind by a common enemy," of which it is contended there has been danger of the people's hearts becoming hardened.

The Evening Standard, commenting under double-column headlines including the caption, "America's Trenchant Indictment in Reply to the Pope—a Magnificent Statement by Mr. Wilson," says in the introductory paragraph:

The reply is clearly one of the sharpest indictments of Prussian autocracy yet made. Mr. Wilson makes it plain that the war waged by the entente is against the German rulers, and that before negotiations are entered upon there must be someone to negotiate with whose word can be taken.

Praise for America

The Daily Mail in its editorial under the caption: "We Cannot Take Your Word—President Wilson's Message to the Kaiser," says:

President Wilson's reply has the spirit and point of view the world has learned during the past six months to look for in all his utterances on the war. The United States entered the struggle for the purpose of making the world safe for democracy, and with the conviction that it never would be safe for democracy so long as an ambitious, intriguing, irresponsible government held the German people in its grip.

President Wilson reiterates both his purpose and conviction. In a few courteous but unmistakable words he shows that the Pope's suggestion for a general restoration of the status quo ante would enable Germany to repeat in a few years hence her attempt to dominate the world and would involve the creation of a permanent hostile league to keep her in check.

Quotes His Message

The paper quotes from President Wilson's reply:

"We "cannot take the word of the present ruler of Germany as a guarantee of anything that is to endure" and passages of similar tenure, and adds "They attest the utter disbelief of the American people in the possibility that the Hohenzollern system can ever reform itself."

The Daily Chronicle asserts that such a reply from one most disinterested of all the states at war will evoke a grateful response, not only from the allies, but also from the democracies, free and not free, throughout the world. The Chronicle adds:

The resounding proclamation which comes from the White House of the reality of right and the reality of wrong and of the impossibility of reconciling them or shading them into one another by good-natured words might well be issued from the Vatican, the ancient repository of Christian verities. There is a righteous anger in every American reply, which is not without precedent in the history of the Christian church.

After citing President Wilson's indictment of Germany's rulers, the Chronicle says:

This terrible judgment gains its eloquence from no fine phrasing, but solely from the fountains of noble wrath behind it, wrath which the head of a Christian church might honorably covet.

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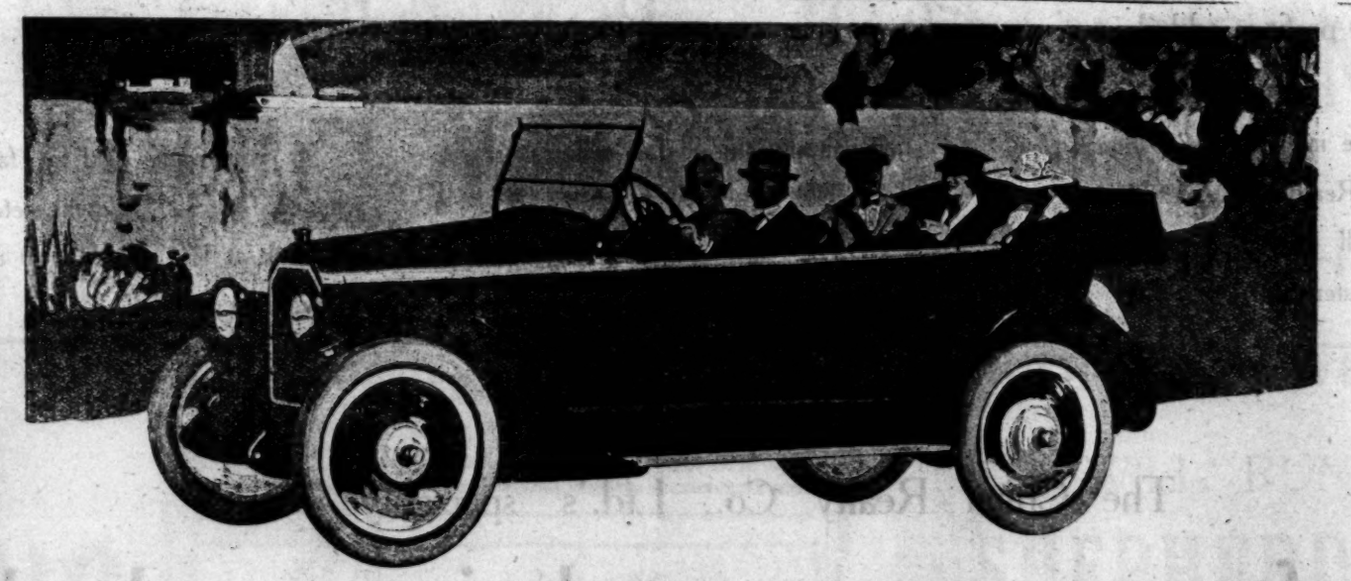

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There is pure delight in Stearns vibrationless power.
The Knight engine is inherently smooth.

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The perfect balance of the crankshaft adds years to the life of the car.

We do not believe there is a fine car in America for which one of our owners would exchange his Stearns.

A great volume used brings the Stearns within the range of all who appreciate a car of high character.

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The carbon that forms between the sleeves and on the cylinder walls of the Stearns-Knight motor, is an asset. It shapes into hardened films instead of crusts as on the cylinder walls of other engines.

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That is why a Stearns is quieter and smoother, after thousands of miles of use, than the day it leaves the factory. It also explains the extraordinarily long life of the Stearns.

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If your money is not earning seven per cent, it is not invested as profitably as it should be.

These are times demanding the greatest economy and requiring that the greatest care be taken to secure safe and profitable investment for all money not required for immediate use.

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ON ROUTE SAY ZOONG, 2½ mow suitable for foreign residence.

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New Italian Naval Monsters Outrange Austrian Big Ships

Floats Mounted With Huge New Guns Are Bombarding Trieste While British Monitors Shell Hermada

Washington, Aug. 26.—An official Italian despatch received in Washington from Rome today, in addition to containing a vivid description of a joint Italian and British naval bombardment of the Hermada, the mountain mass barring the way to Trieste, and a marvelous Italian infantry advance up fortified terraces of this defensive position, tells of the employment of an Italian device used for the first time in this battle. Its results are disclosed, but a description of the device is withheld. It is believed to be a combination of enormous floats carrying heavier guns than any used in naval warfare and reputed to be the largest ever known, and a new type of shell.

According to the official account this new instrument of warfare is being employed in dropping shells on the city of Trieste, the principal Austrian port. Its fire is sweeping the Hermada in co-operation with the guns of British monitors. The despatch indicates that Trieste in the main objective of the Italian offensive, which appears to be on the point of success.

Following is that portion of the official despatch from Rome that is made public:

"The bombardment of the Austrian positions was accompanied in the Gulf of Trieste by two English monitors and three great Italian monitors, which shelled and struck the most vital points of the Austrian defenses with guns of such large caliber and long range as the Austrians never before experienced. The Italian Navy has surpassed in caliber and range every previous record by mounting on special floats, whose construction and detail are a profound secret, artillery of a power exceeding any armament on any Austrian dreadnought.

"The Italian navy has devised and inaugurated a new system of naval warfare. This element of surprise was a part of the new enterprise in the Gulf of Trieste. While the artillery fire was in progress over the Carso, the Italian and English monitors, escorted by torpedo boats, motor boats, submarines, and airplanes, proceeded to the Gulf of Trieste, crossing mine fields, and at 3 P. M. the English monitors opened fire against the Hermada's slopes on the side opposite the Italian front, where the Austrian reserves and artillery had been concentrated.

"The Italian 305's were making hundreds of craters upon the sides and upon the high plateaux of the Hermada, while the Italian monitors maintained a still more terrific fire against the Austrian military buildings and depots in the city of Trieste. A large number of Italian airplanes were constantly in the air over the naval forces, expecting Austrian aerial craft to come out to drop bombs upon the ships, but the Austrian flyers did not venture forth. The Austrian coastal batteries opened fire, but the English monitors were not hit, they refraining to answer the coastal batteries' bombardment, but directing all their fire against the Hermada, stopping only when the Italian infantry launched their attack against the Hermada.

"At night the English monitors returned, without having been damaged. The Italian monitors also stopped firing at night. During the bombardment smoke was observed near Pola, it being learned that it issued from the Austrian battleships, which had steam up but did not dare risk coming out.

"The Austrian command, discovering that the top of the Hermada was being dominated by the Italian artillery due to the intervention of the new Italian monitors, ordered the Austrian aviators to destroy the Italian monitors during the night. The enemy aircraft came out, but were compelled by the anti-aircraft guns to withdraw, after dropping a great many bombs without result, one Austrian airplane, remaining longer than the others, being shot down and its occupants perishing.

"Trieste is still under fire of the Italian naval guns, and the Italian successes are causing the Austrian command great unrest. The Austrians have lost more than four lines, which have been broken by the Italian; the 16th Austrian Division was annihilated; in a small zone on the Carso several Austrian regiments, notably the 56th, one of Austria's bravest, were completely wiped out of existence; and while fronting an Italian army corps the 23rd Austrian Army Corps lost 4,433 soldiers prisoners with two Colonels, and several other superior officers among the 143 officers there captured.

"The Hermada sees the Italian lines drawing nearer and nearer. Since yesterday the Austrians have been shelling the Italian lines with only the largest calibered guns, which are of long range, all the smaller guns have been taken to the rear to prevent their being captured by the Italians.

"The Hermada is a mountain not of very high altitude, but extended and rocky, and is isolated between the Carso and the sea. It is the strongest fortress barring the way of the Italians to Trieste. On its slopes are innumerable deep grottoes which are able to accommodate and shelter the heaviest artillery. Guns of every caliber are spread over every side of the mountain. On the slopes of the mountain are fortified terraces, like great stairs, stretching from the base to the summit. An enormous number of machine guns protect the base of this fortress.

"The Hermada was attacked by the Italian from three sides simultaneously, from the front and the north by Italian artillery and from the sea by the batteries of the Italian and English monitors. Airplanes at the same time were dropping bombs upon the Austrian works from the sky. During the artillery attack the mountain seemed like a volcano. The rock, concrete, and great barbed wire systems were seen to be giving way. The scene was one of terrible grandeur and lasted all night.

"In the morning the Italian infantry emerged and proceeded to the assault on the slopes while the artillery concentrated its fire on the summit of the mountain. The first Austrian lines, already demoralised, were broken and taken by the impetuous attack of the Bersaglieri, grenadiers and infantry, who discovered the nests of enemy machine guns and captured an enormous quantity of material and a large number of prisoners.

"At this point the Austrian reserves were ordered to attack from their higher positions. There ensued a ghastly hand to hand fight, the Italians being completely victorious, although the carrying of each terrace was equal to the conquering of the rampart of a fortress.

"The battle is still progressing on the rough, rocky slopes of the Hermada. The Italians are advancing over the terraces of fire in the keenest expectation of winning the summit. The fall of the fortress is close at hand.

"The Austrian correspondent admit the impetuosity of the Italian offensive. The communique of the Vienna War Office says these are the severest days of the war on the Isonzo front. The Fremdenblatt of Vienna says the Italian command desires to reach Trieste by a direct route along the sea with three lines of attack, and the same paper states that the battle is proceeding with the greatest consumption of ammunition ever known, and in conclusion asserts that the defenses nearest Trieste will be attacked very soon.

"The Zurich Post says the Italian infantry and artillery, already tremendously superior to the Austrians' are daily becoming stronger. If one Italian battery is silenced, the paper says, from ten to twenty new ones immediately take its place.

"It seems the Italian command, knowing a free Europe must issue from the victory of the Allies, is competing in bravery and action, bringing Italy's maximum contribution to the common effort of crushing the Central Empires.

"The genius of General Cadorna, which ripened in silence, has heretofore been chiefly observed in his organisation of the closest collaboration between the different arms over a very large front, obtaining the largest results possible from the co-operation of the aerial and naval arms.

"The diversion that the Austrians attempted in the Trentino proves that they realise that they are losing. The enemy communiques admit the superiority of Italy's offensive means. They admit also Austrian inferiority in the air.

"The laconicism of General Cadorna's bulletins, which do not indicate even the positions captured or the objectives toward which the Italian troops are advancing on a front of forty miles, is explained by the fact that the higher command does not desire to reveal to the enemy, already uncertain on account of the great lengths of front, the aims and objectives of the attack.

"The battle continues extremely violent especially on the Carso and on the slopes of the Hermada. But the advance proceeds without interruption, the Italians destroying successive lines of Austrian defenses, consolidating the conquered territory and proceeding to the next Austrian line. Daily the number of Austrian prisoners taken increases."

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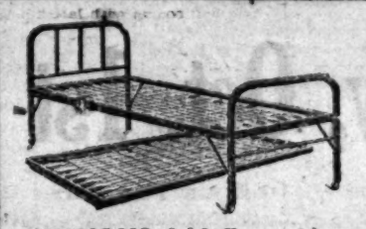

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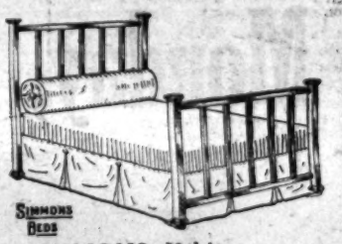

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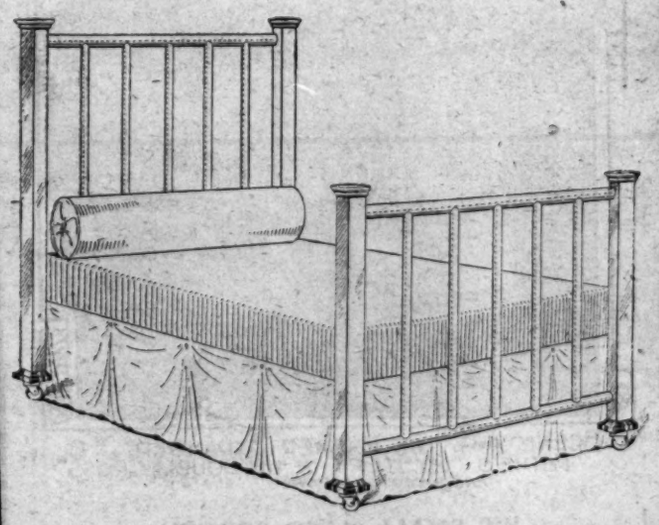

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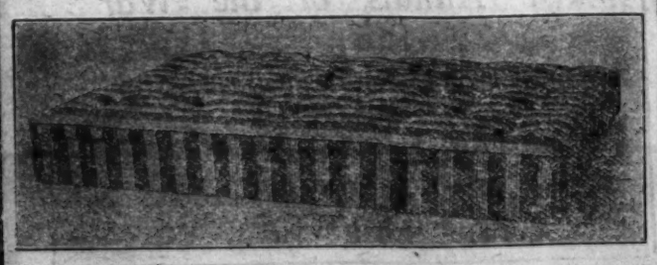
3' 6" x 6' 6" **$45.00** each, mattresses extra

5 ft x 6' 6" **55.00** ,, ,, ,,



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With half sides and simmons spring Fabric mattress

5 ft. by 3 ft. **$26.00** each

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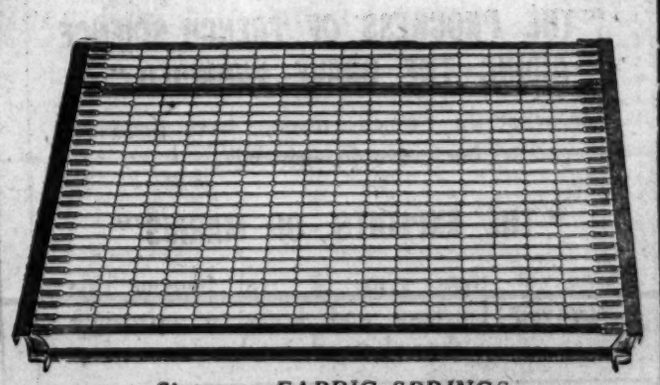

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Gerard Describes First Days As Ambassador To Germany

Found Marked Differences Between His Own Position And Other Nation Representatives

By James W. Gerard

CHAPTER XXIV

The second day out on the Imperator, headed for a summer's vacation, a loud knocking woke me at 7 a.m. The radio, handed in from a friend in New York, told me of my appointment as Ambassador to Germany.

Many friends were on the ship. Henry Morgenthau, later Ambassador to Turkey; Colonel George Harvey, Adolph Ochs and Louis Wiley of the New York Times, Clarence Mackay and others.

The Imperator is a marvelous ship of 54,000 tons or more, and at times it is hard to believe that one is on the sea. In addition to the regular dining saloon, there is a grill room and Ritz restaurant with its palm garden and, of course, Hungarian band. There is also a gymnasium and swimming pool, and, nightly, in the enormous ballroom dances are given, the women dressing in their best just as they do on shore.

Colonel Harvey and Clarence Mackay gave me a dinner of twenty-four covers, something of a record at sea. For long afterwards in Germany pictures of the Imperator, including one of the tables set for this dinner, I saw everywhere. These were sent out over Germany as a sort of propaganda to induce the Germans to patronise their own ships and indulge in ocean travel. I wish that the propaganda had been earlier and more successful, because it is by travel that peoples learn to know each other, and consequently to abstain from war.

Made Speech In German

On the night of the usual ship concert Henry Morgenthau translated a little speech for me into German, which I managed to get through after painfully learning it by heart. Now that I have a better knowledge of German a cold sweat breaks out when I think of the awful German accent with which I delivered that address.

A flying trip to Berlin early in August to look into the house question followed, and then I returned to the United States.

In September I went to Washington to be "instructed," talked with the President and Secretary and sat at the feet of Assistant Secretary of State Alvey A. Adee, the revered sage of the Department of State.

On September 9, 1913, having resigned as Justice of the Supreme Court of the State of New York, I sailed for Germany. I stopped on the way in London, in order to make the acquaintance of Ambassador Page, certain wise persons in Washington having expressed the belief that a personal acquaintance of our ambassadors made it easier for them to work together.

Two cares assail a newly appointed ambassador. He must first take thought of what he shall wear, then where he shall live. All other nations have beautiful embassies or legations in Berlin, but I found that my two immediate predecessors had occupied a villa originally built as a two-family house, pleasantly enough situated, but two miles from the center of Berlin and entirely unsuitable for an embassy.

There are few private houses in Berlin, most of the people living in apartment. After some trouble I found a handsome house on the Wilhelm Platz immediately opposite the Chancellor's palace and the Foreign Office in the very center of Berlin. This house had been built as a palace for the Princess Hatzfeld and had later passed into the possession of a banking family named Von Schwabach.

The United States Government, unlike other nations, does not own or pay the rent of a suitable embassy, but gives allowance for offices, if the house is large enough, to afford office room for the office force of the embassy. The Von Schwabach palace was nothing but shell. Even the gas and electric light fixtures had been removed, and when the hot water and heating system, bathrooms, electric lights and fixtures, etc., had been put in, and the house furnished from top to bottom, my first year's salary had far passed the minus point.

The palace was not ready for occupancy until the end of January, 1914, and, in the meantime, we lived at the Hotel Esplanade and I translated business at the old two-family villa.

A Diplomatic Capital

There are more diplomats in Berlin than in an other capital in the world, because each of the twenty-five States constituting the German Empire sends a legation to Berlin; even the free cities of Hamburg, Lubeck and Bremen have a minister at the empire's capital.

Invariable custom requires a new ambassador in Berlin to give two receptions, one to the diplomatic corps and the other to all those people who have the right to go to court. These are the officials, nobles and officers of the army and navy and such other persons as have been presented at court. Such people are called "Hoffachig," meaning that they are fit for court.

It is interesting here to note that Jews are not admitted to court. Such Jews as have been ennobled and allowed to put the coveted "von" before their names have first of all been required to submit to baptism in some Christian church. Examples are the Von Schwabach family, whose ancestral house I occupied in Berlin, and Friedlaender-Fuld, officially rated as the richest man in Berlin, who made a large fortune in coke and its by-products.

These two receptions are really introductions of an ambassador to official and court society.

Cinderella Coaches

Before these receptions, however, and in the month of November I presented my letters of credence as ambassador to the Emperor. This presentation is quite a ceremony. Three coaches were sent for me and my staff, coaches like that in which Cinderella goes to her ball, mostly glass, with white-wigged coachmen, outriders in white wigs and standing footmen holding on to the back part of the coach. Baron von Roeder, introducer of ambassadors, came to me and accompanied me in the first coach; the men of the embassy staff sat in the other two coaches. Our little procession progressed solemnly through the streets of Berlin, passing on the way through the center division of the arch known as the Brandenberger Thor, the gateway that stands at the head of the Unter den Linden—a privilege given only on this occasion.

We mounted long stairs in the palace, and in a large room were received by the aids and the officers of the Emperor's household, of course, all in uniform. Then I was ushered alone into the adjoining room, where the Emperor, very erect and dressed in the black uniform of the Deathshead Hussars, stood by a table.

I made him a little speech and presented my letters of credence and the letters of recall of my predecessor. The Emperor then unbent from his very erect and impressive attitude and talked with me in a very friendly manner, especially impressing me with his interest in business and commercial affairs.

I then, in accordance with the custom, asked leave to present my staff. The doors were opened. The staff came in, were presented to the Emperor, who talked in a very jolly and agreeable way to all of us, saying that he hoped above all to see the whole of the embassy staff riding in the Tier-Garten in the morning.

The Emperor is a most imposing figure, and, in his black uniform surrounded by his officers, certainly looked every inch a king. Although my predecessors, on occasions of this kind, had worn a sort of fancy diplomatic uniform designed by themselves, I decided to abandon this and return to the democratic, if unattractive and uncomfortable dress suit; simply because the newspapers of America and certain Congressmen, while they have had no objection to the wearing of uniforms by the army and navy, police and postmen, and do not expect officers to lead their troops into battle in dress suits, have, nevertheless, had a most extraordinary prejudice against American diplomats following the usual custom of adopting a diplomatic uniform.

(To Be Continued)

KAISER'S TELEGRAM STIRS GERMAN PAPERS

Criticism Levelled At System Which Allows State Documents To Be Drafted By One Man

The publication of the Kaiser's telegram to President Wilson in the memoirs of former Ambassador Gerard and the belated attempt at explanation made by the semi-official Norddeutsche Allgemeine Zeitung call forth criticism in the German press of what is termed the German Emperor's irresponsible conduct of the foreign affairs of the empire.

The various Berlin newspapers comment on the system which permits a sovereign to pass upon such a proposal from a neutral power and to draft an important State document without consultation with a responsible minister or even without the necessary record subsequently being made.

The most comprehensive presentation of press opinion is given by the Hamburger Fremdenblatt. It criticises the delay in appearance of the semi-official statement, which, the newspapers says, was "neither adroit nor forceful, betrays the embarrassment of the writer and adopts a tone of discouraged defiance."

The Fremdenblatt is inclined to question the veracity of the assertion made by the Norddeutsche Allgemeine Zeitung that the document was not a telegram saying that if Ambassador Gerard really characterised mere notes jotted down to assist his memory as a formal telegram from the Emperor it would undoubtedly be incorrect, but adding that the semi-official newspapers does not question that the ideas were the Emperor's.

The Fremdenblatt concludes that the explanation of the Norddeutsche Allgemeine Zeitung is not calculated to raise German prestige and admonishes the Foreign Secretary, Dr. von Kuhlmann when next he is confronted by revelations from the other side to deny them boldly and squarely.

Count von Reventlow, writing in the Tages Zeitung, shifts the blame for the Kaiser's irresponsible action from His Majesty to Dr. Von Bethmann-Hollweg, the former Imperial Chancellor, who, the writer says, should have been present. The count attacks the former Chancellor for "failing to warn the Emperor about the insidious personality of the ambassador."

In all the press comment the substance of Mr. Gerard's statement is largely ignored.

THE PRICE OF PAIN.

Women should realise that it is not wartime economy to be ill. Pain has its price. The money saved by self-neglect has to be paid over and over again in permanent ill-health.

A woman who allows herself to suffer, as most women are liable to suffer at intervals, is laying up a terrible future for herself in after years. The backache and pain in the side and hips, which lay her for a day on the sofa, or make her life a misery as the hero'cally refuses to give up, are only the present signs. Every time she neglects these she is preparing for worse trouble and perhaps total invalidism later on. She is allowing her blood to grow poorer and poorer, until it will be too weak and thin to sustain her. The new, rich blood which Dr. Williams' pink pills will give her will ease her present pain and protect her future health. Dr. Williams' pink pills for pale people can be obtained of any dealer, also post free, $1.50 per bottle, $8 for six, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

A free book, "Plain Talks to Women" (send post card application for a copy to the above address), will tell you much that every woman should know.

Good Year

Fortified Tires

We believe that these tires—*our* tires—and your car ought to go together.

So far as can be done with printers' ink, we shall try and prove to you *why* you should use Goodyear (fortified) Tires.

This is the first of a short series of advertisements, one of which will appear in this paper each Sunday and Wednesday.

The Goodyear Tire & Rubber Co.

GASTON, WILLIAMS & WIGMORE FAR EASTERN DIVISION, INC.

Sole Agents for China

The Bund Shanghai

Monday, Oct. 1st = APOLLO THEATRE = Monday, Oct. 1st

WE SHALL PRESENT THE FIRST TWO EPISODES

OF

THE MYSTERY OF THE DOUBLE CROSS

THE GREATEST SERIAL YET

SCENE from "THE GIRL IN NUMBER 7" #1
PATHE'S "MYSTERY OF THE DOUBLE CROSS"
PRODUCED BY ASTRA

SCENE from "THE MASKED STRANGER" #2
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PRODUCED BY ASTRA

WE SHALL ALSO SCREEN

"THE PROGRESS OF FRENCH SCIENCE AIDING THE BRAVE WOUNDED"

See what the French surgeons have done for our brave French Allies.

"THE EXPLOITS OF MARIUS"

One of those gems of real humour that sets you laughing and keeps it up right through to the end.

At The Apollo.

ON FRIDAY, OCTOBER 5th

We Shall Present

"THE KING'S GAME"

"THE KING'S GAME"

FEATURING

Pearl White, Sheldon Lewis and George Probert.

Produced by Arnold Daly

A Five Part Film dealing with the adventures of an unusual young Duke, whose father the old grand Duke of Kiev coveted the wife of Count Dardinflis his colonel of Hussars; of the old Grand Duke's plot to get her for himself; of his accidental death at the hands of his cossacks and of the Colonel's escape to America with his little daughter.

A story that will keep you watching the screen from start to finish

Pearl White (Pathe).

WE SHALL ALSO SCREEN

Pathe's American Gazette

Your daily news in picture form.

The Annals of the War

The most realistic War Films shown here since the Battle of the Somme.

The Lion's Breath

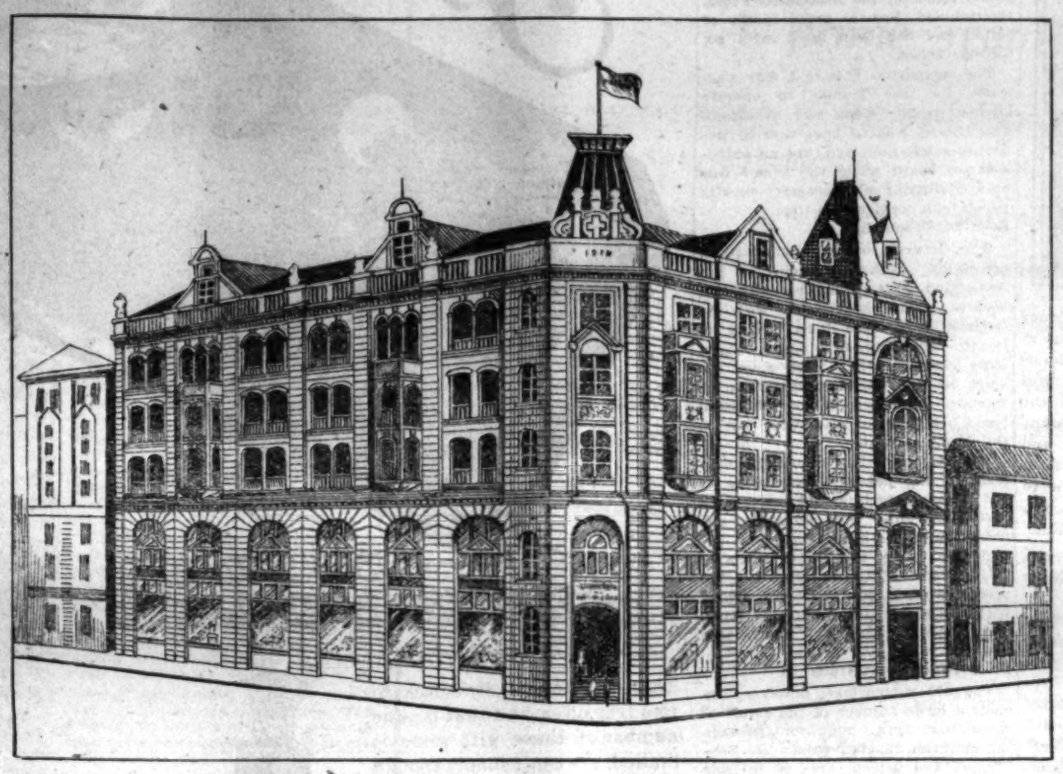
A bundle of fun—1,000 laughs packed into 300 feet of film.

"Always A Good Show"

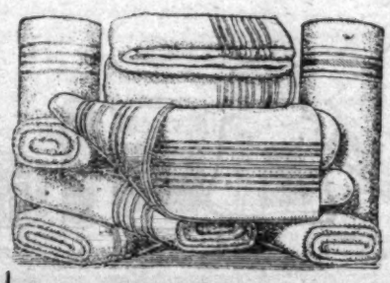
WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

The Leading Store at the Gateway of China

This Week.
First of the Season
Show of
Blankets



This Week.
First of the Season
Show of
Down Quilts



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White Wool Blankets

DUE THIS WEEK

Of the renowned Witney make, famed throughout the World for their durability and soft finish. Each Blanket is bound at both ends

The "Wayloo" Blanket

48 by 72 ins. Price **$9.50** pair
60 ,, 80 ,, ,, **13.50** ,,

Quality A.

38 by 60 ins. Price **$6.50** pair
44 ,, 65 ,, ,, **9.50** ,,
52 ,, 72 ,, ,, **11.50** ,,
60 ,, 80 ,, ,, **15.00** ,,
72 ,, 92 ,, ,, **19.50** ,,
82 ,, 100 ,, ,, **24.50** ,,

All Wool Blankets

Pure White Wool Blankets, Blue border, bound satin. Very soft and fleecy.

54 by 68 ins. **$15.00** each
88 ,, 90 ,, **18.50** ,,

A superior quality, whipped each end. Boxed singly.

90 by 100 ins. **$30.00** each

BLANKETS

The Largest stock in the City of Shanghai. Rich Fleecy warm all pure wool Blankets at revised prices.

COME IN THIS WEEK AND CHOOSE YOUR PAIR WHILE STOCKS HOLD GOOD.

BLANKETS

REAL WITNEY

White Wool Blankets

Best Manufacture

DUE THIS WEEK

Quality B.

56 by 72 ins. .... Price **$13.50** pair
64 ,, 82 ,, ... ,, **16.50** ,,
70 ,, 94 ,, ... ,, **22.50** ,,
82 ,, 100 ,, ... ,, **26.50** ,,

Quality C.

56 by 72 ins. .... Price **$17.00** pair
64 ,, 82 ,, ... ,, **21.50** ,,
72 ,, 92 ,, ... ,, **26.50** ,,
82 ,, 100 ,, ... ,, **32.50** ,,

Quality D.

64 by 82 ins. ... Price **$23.50** ,,
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82 ,, 100 ,, ... ,, **35.00** ,,

Infants' Blankets

Quality A.

34 by 41 ins. Price **$5.00** pair
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Quality B.

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Quality C.

36 by 42 ins. Price **$11.50** pair
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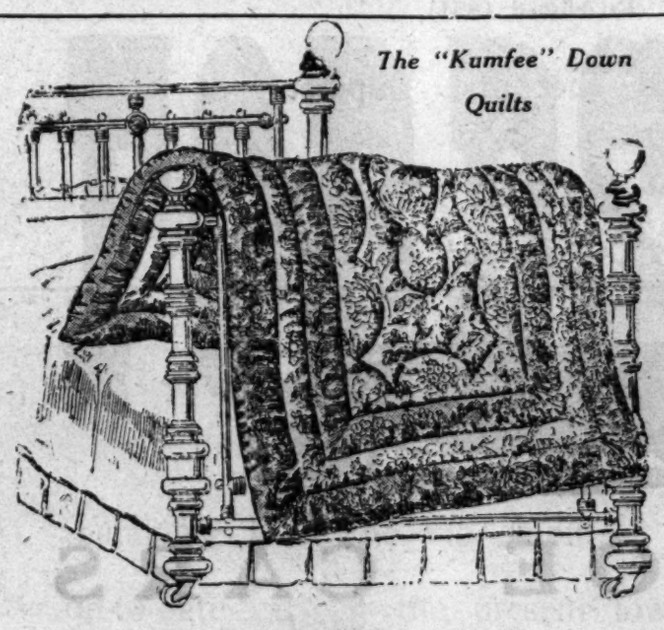

The "Kumfee" Down Quilts

ALL PLAIN SATIN QUILTS

Very handsome and rich looking in pretty shades of Pink or Sky. Size 3 by 2½ **$9.50.**

PLAIN ALL SATIN DOWN QUILTS

7 by 6 **$50.00**

PLAIN SATEEN DOWN QUILTS

7 by 6	6½ by 5	6½ by 4
$25.00	**$20.00**	**$15.00**

IN STOCK NOW

Raysbury Blankets

These are our finest grades and at revised prices

Black Label		
Rich Fleecy Wool	82 x 100	**$39.50**
,, ,, ,,	60 x 80	**24.50**
No. 70 x		
Fine Superfine Quality	82 x 100	**$21.50**
,, ,, ,,	60 x 80	**25.50**
Lily Label		
Rich Cosy Warm Wool	82 x 100	**$25.50**
,, ,, ,, ,,	66 x 86	**21.00**

Viyella—Aza Flannels

250 pieces on show

Aza **$1 00** yard Viyella **$1.40** yard

DOWN DOWN QUILTS QUILTS

THE WHITEAWAY "KUMFEE" EIDERDOWN QUILTS

Our first delivery of Eiderdown Quilts is now to hand and we have some of the prettiest designs ever imported by us. Brilliant Satins with floral designs in rich looking shades are the leading feature, but we have a choice range of plain silk colourings in the usual Pink and Sky Colours.

FIRST CHOICE IS BEST CHOICE — CALL NOW

Sateen And Silk Satin Covers.

One side with handsome designs in floral effects and plain borders. Shades are Green, Blue and Pink.

Sizes 4½ by 3 - - - $10.50	Sizes 6½ by 4 - - - $10.50
,, 3 ,, 2½ - - 6.50	,, 6 ,, 5 - - - 22 50
,, 7 ,, 6 - - - 31.50	,, 5 ,, 4 - - - 16.50

ON SHOW IN THE FURNISHING DEPARTMENT—GROUND FLOOR

The Store With The Goods.

Whiteaway, Laidlaw & Co., Ltd., Shanghai

And in Every City The Far East Over

BELGIUM RESENTS NEW DIVISION OF COUNTRY

Protests To Allies And Neutrals Against Germans Setting Up Two Capitals

Havre, August 26.—The Belgian Government has addressed a long and earnest protest to the allied and neutral Governments against German violations of international and moral law in the redistricting of Belgium, so that it will have two Governments and two capitals, instead of one, and in deporting or arresting Belgian officials who resigned their posts rather than continue in office under the new regime.

The protest begins by the citation of Article 43 of the Fourth Hague Convention, according to which an occupying power must, in so far as it is possible, govern occupied territory in conformity with the territory's own law. The protest then points out that this clause was violated by the Germans in March, 1917, by a decree creating two administrative regions, with capitals at Brussels and Namur, and by decrees of April 13 and June 9 and 10 confirming the execution of the March pronounciamento. These decrees, says the protest, completely overturn Belgian law and gravely violate the Belgian Constitution, which divides Belgium into provinces and places the capital at Brussels.

"The German decrees," says the protest, "superimpose divisions of provinces and on each division made up of provinces in a manner that the Constitution does not recognise. They dismember one of the provinces and put in it two capitals in place of one. The measures have only the goal of serving German interests to the detriment of Belgium, and creating a schism between the Belgians."

The protest then taken up the part which Belgian official played in the administration until "certain of them have felt it their duty to resign, so as to show the sentiments which animate the entire body of Belgian functionaries." The result of these resignations, says the document, has been to subject the country to new rigors contrary to human law. The German Government has denied them the right to refuse their service, and has arested and deported them to Germany, though when they originally agreed to carry on their normal functions it was under the express stipulation that The Hague Tribunal conventions would be respected. The protest concludes as follows:

"In the presence of systematic flagrant violation of international law by the acts denounced above, the Belgian Government protests solemnly against the administrative separation which the occupying power is forcibly establishing in Belgium, and against acts of violence to which functionaries are subjected who exercise their incontestable right to refuse to lend their hand to what they consider in justice as abusive and unjustifiable measures. The Belgian Government denounces this new violation of human rights to the allied and neutral Governments who subscribed their signatures to the convention concerning the laws and customs of war on earth."

It is officially announced by the Belgian Government that the Germans have ordered the Bank of Courtral, West Flanders, to transfer its funds immediately to Brussels.

About a thousand Flemish civilians have been deported to Zeebrugge to do work of a military nature, according to the official announcement. Civilians also are being similarly employed at Blankenberg he and near the Dutch border. Near Ypres the Germans are requisitioning barges in large numbers, but fifty-five out of sixty boatmen at that point have refused to work for the Germans, despite promises of good pay.

At Malines all walnut wood has been requisitioned to make rifle stocks.

Official announcement was made in Germany on June 14, in connection with the previously announced intention to redistrict Belgium, that Herr Schaibele, a Baden official, had been made chief of the administration of the Flemish part of Belgium, with residence in Brussels, and Herr Haniel, a Prussian, chief of the administration of the "Walloon district," with residence in Namur. Schaibele's jurisdiction was to extend to the provinces of Antwerp, Limbourg, East and West Flanders, and the districts of Brussels and Louvain, and those of Haniel to the provinces of Hainault, Liege, Luxembourg, Namur, and the district of Nivelle.

Despatches from Holland have announced that the Germans were deporting all Belgian officials who refused to recognise the splitting up of the kingdom into Walloon and Flemish sections.

On Trial in Russia For High Treason

GEN. SUKHOMLINOFF.

General Sukhomlinoff, former Minister of War, who is on trial at Petrograd for high treason. Sukhomlinoff was one of the Tsar's war ministers and was arrested at the time of the recent revolution. Many defeats of the Russian armies and the deaths of thousands of Russian soldiers are laid to his failure to provide ammunition for the troops.

Deutschland, Now War Boat, To Raid Pacific

Merchant Submarine Has Been Equipped With Six Torpedo Tubes

Copenhagen, Aug. 15.—The German commercial submarine Deutschland, which visited the United States before that country entered the war, has been converted into a war submarine, according to German fleet gossip reaching the Associated Press. Deutschland has a great radius of action and has been fitted with six torpedo tubes.

The submarine, it is said, may soon leave for the Pacific to operate against traffic from San Francisco. The U-boat was to have started activities some time ago, but an explosion on board while the vessel was on a trial trip made necessary repairs which took considerable time.

Lose 26 Submarines

The German losses in submarines, according to the informant of the Associated Press, who recently had been at Wilhelmshaven and with the German fleet, has been twenty to twenty-two boats—this figure apparently covering the losses since the start of the unrestricted submarine warfare campaign. Four additional boats are said to have been lost in the Mediterranean.

Germany now has almost 300 submarines, the newest boats being of the big seagoing type and armed with a six inch gun. This armament appeared on boats commissioned in the middle of June, the earlier boats of this latest or D. E. E. type, and the preceding C. E. E. type being armed with a pair of 105 millimeter guns, approximately four inch guns, fore and aft.

Fleet Takes Short Runs

The 300 submarines, however, include a large number of the so-called canal boat type, built for passage through the Belgian canals to Zeebrugge, and which are of inferior armament and a smaller radius of action.

The German fleet, according to the informant, justifies its name of high sea fleet by running out from Wilhelmshaven with considerable regularity, sometimes two or three times a week. The fleet only makes short trips, however, and never goes very far out to sea.

Men Ignorant of U. S. Moves

The high seas fleet usually leaves Wilhelmshaven in the evening and is back by early dinner time, between 11 o'clock and noon on the following day. On a few occasion it has remained out longer, but only because thick weather set in, making a passage through the German mine fields dangerous and forcing it to remain in the shelter of Helgoland until the weather cleared.

The enlisted personnel of the fleet knew nothing of American preparations for active participation in the war. The men were told by their officers that America's declaration of war on Germany was issued only as a cover to preparations against Japan and that American troops would not be used in Europe.

This Box Free

IF YOU MAKE A $2.00 Mex. PURCHASE OF THESE

CONTAINS MINIATURE PACKAGE OF

PALMOLIVE SOAP ....
PALMOLIVE SHAMPOO
PALMOLIVE COLD CREAM
PALMOLIVE VANISHING CREAM
PALMOLIVE POWDER
PALMOLIVE TALCUM
PALMOLIVE ROUGE
PALMOLIVE SHAVING STICK

The NUMBER of WEEK-END BOXES LIMITED

This box is a practical, convenient assortment of seven Palmolive Toilet Specialties, articles that are used everywhere by millions of people. It will be given to you absolutely free by us as a special offer when you make a purchase totalling $2.00 Mex. of the following Palmolive Specialties:

$1.00 MEX. ARTICLES
Palmolive Shampoo
Palmolive Cold Cream
Palmolive Vanishing Cream
Palmolive Face Powder
Palmolive Rouge

50 CENT ARTICLES
Palmolive Shaving Stick
Palmolive Talcum Powder.

There is just one drawback to this free offer, and that is—the number of these gift cases is limited We can't supply enough for every woman who wants one, so you should call early for yours, or perhaps be disappointed. You should make the acquaintance of articles that a great majority of women say are the best made—you should have them in the attractive form of a convenient week end case.

A. S. WATSON & CO., Chemists, 16 Nanking Road

"The THREE CASTLES"

Virginia Cigarettes

ATTENTION !!

Now that the Fag end of the season is reached make it a "Three Castles"

The Cigarette with the Dodigree

This advertisement is issued by the British-American Tobacco Co., Ltd.

THE SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.

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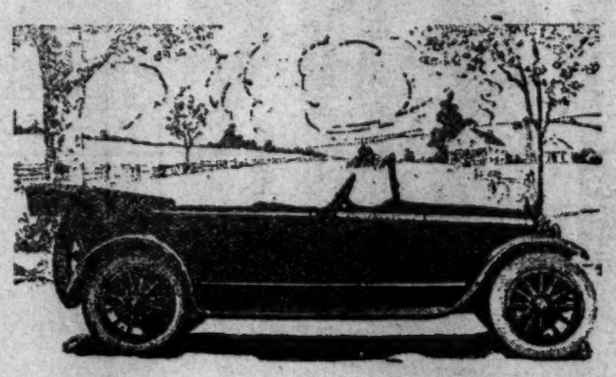

MONROE CARS

and have on view at their Garage

4-SEATER TOURING CARS
2-SEATER RUNABOUTS

Those interested are cordially invited to inspect these cars, which combine mechanical efficiency and economical running with a high standard of smartness in the finish, not generally found even in automobiles costing 35 per cent more.

For further particulars, please apply to

MOTOR GARAGE, TELEPHONE NO. WEST 1213

GERMANS' MORALE IS AT BREAKING POINT

Correspondent Says They Can't Trust First Line Men Not To Surrender

BRANDENBURGERS GAVE UP

Nearly 3,000 Of The Kaiser's Favorite Troops Asked For Quarter

By G. H. Perris

With the French Army, August 26.—The most remarkable feature of the week's fighting has been the large proportion of German officers captured—larger by a third than in December last. I have reported the virtual extinction of the Sixth Division of Reserves in attempting to defend Dead Man Hill. Its three regiments lost in prisoners alone 2,794 men and sixty-nine officers, and there can only be now behind the German lines a pitiful remnant.

It would be mean to scoff at the quality of the men, some of whom no doubt are brave enough, but still the fact that among these prisoners were cooks, cyclists, and bandsmen, as well as warriors of the Brandenburg type, as imperially advertised, is significant and does not exactly support the patriotic pessimists who frowned over some of my earlier calculations of the decline of the German military strength.

General von Dietrich had duly admonished his medley of cooks and bombers, machine riflemen and musicians. "We may expect to be attacked at any moment," he said in an order dated Aug. 17. "The division can count only on its own strength. I hope it will know how to make that suffice, and that it will be victorious." In the hope of stiffening the men, reports were circulated in the trenches of the cruel treatment of prisoners by the French. Every one of them knew that Dead Man's Hill was a vital position, the preservation of which had cost thousands of lives. Nevertheless 2,794 of these once terrible Brandenburgers surrendered at a stroke, and with them 69 officers.

Compare the results of Hill 304 and Dead Man and there will be no need to argue over the pretense of German official and semi-official writers that the former position was voluntarily abandoned. Both are admittedly of great value, and on June 28, July 17, and August 1 last hard and bloody fighting took place for the flanks of Hill 304. Why were 2,863 prisoners taken on Monday on Dead Man and only some 300 in the similar but easier victory on Hill 304 on Friday? The answer springs to the lips: the German command dared not risk the repetition of such a disaster.

It was not the only one. A single regiment of the Twenty-fifth Reserve Division, the 168th, composed of Hessians who had been implored by General von Mohn to "hold their positions at any cost" and "win fresh laurels," gave the French 850 prisoners, including 28 officers.

This sort of dry rot had to be stopped. The principle of holding the first lines fully and firmly had been abandoned for most of the battlefield, and it had now scandalously failed at the chief and admittedly essential point where it had been tried. The average German troops can no longer hold an essential point against a fully prepared attack, and thousands of them are no longer willing to die in the effort. That is the moral of Dead Man Hill.

A special word should be said of the invaluable work of the air services before and during the offensive. There are many good land observatories in the Verdun region, so that the gunners are not so completely dependent upon their flying colleagues as in Belgium. Nevertheless the full effectiveness of gunfire must always rest chiefly upon correction by constant and minute air reports, which demand tireless energy and daring. The bombardment section of the air services has kept the German rear—its ammunition dumps and railway junctions in particular—in a state of agitation.

Most dangerous of all, probably, is the newly developed role of the infantry aeroplanes, which accompany the waves of assault as both observers and machine gunners. Whether to communicate with small groups of men hidden in shell holes or to fire upon the enemy, it is necessary to come down very low, especially when the smoke of many explosions hangs in a cloud over the front. The machines have flown so low as to catch lumps of earth and stones thrown up by bursting shells. The importance of constant communication between every advanced unit and the command is such that this dangerous mission will doubtless make a greater and greater call upon the flying squadrons.

The Lafayette Squadron of American volunteers, after having distinguished itself in the North, has shared at Verdun during the past week the labors and pains spoken of above and has been cited in general orders for its fine work.

JAPAN WON'T SEND SHIPS TO ATLANTIC

Government Official Tells Asahi Reply Made British Will Be Given To U. S.

Tokio, September 22.—An informal denial has been made by Japanese government officials, regarding the reports printed in Japanese papers, what agreements have or have not been made between the American Government and Viscount Ishii. The report printed in the Tokio Asahi follows:

In reply to the recent press despatches, that all of the available Japanese shipping will be sent to the Atlantic Ocean, that Japanese docks will build ships for England, that Japanese ships will help to transport war materials for Russia, as conditions for lifting of the American steel ban; that an agreement has been reached between the Japanese and the American Governments concerning it, and that the agreement will shortly be published; an official of the Japanese Government said:

"Some time ago it was rumored that an agreement has been reached between the Japanese and the American Governments concerning the question of protection of the Atlantic Ocean. Now a similar rumor has come to be circulated as to the American steel ban question. So it is not unnatural for some people to imagine that important matters are under negotiations between the two nations.

"But as far as we know, no such negotiations are going on between the two nations. It is true that the American Government expressed an American desire to our Ambassador Sato that at this time that Japanese ships be loaned to America. From various directions secret detective work seems to be carried on concerning the number of ships which Japan might supply to America. The despatches from abroad in question may have misrepresented this detective work done.

"Even if such negotiations as are rumored should be conducted, Japan, which declined to comply with the request of England when such request came, by explaining conditions prevailing in this country, cannot oblige America by sending a part of our ships to the Atlantic Ocean at the request of America.

"As for assistance in transporting war materials for Russia, it is a very complicated problem.

"The building of ships for England is what Japanese shipyards, government as well as private, are doing now as far as possible. There is no need of discussing the matter anew.

"Viewed in this light, all the reports in question may be misrepresentations of facts."

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A prime requisite for shoes

It is as necessary as ever to wear good shoes—in fact more important these days of high leather and cheap substitutes—and you must rely on dependable dealers. In addition it is now necessary to have exactly correct shoes—style must be there. The combination of such qualities becomes increasingly difficult, but in all these requirements the Walk-Over Shoe Store fully meets the highest standard and far excels merchandise offered by many stores who don't "KNOW HOW" as we do.

Come in and let us prove these statements.

Prices $11.00 up

PHOENIX and McCALLUM SILK HOSIERY

WALK-OVER SHOE STORE

"The Store of Service"

17 NANKING ROAD

We still have a few

FORDS at TAELS 750 FORDS

remaining from the big shipment received two weeks ago. If you want one of these comfortable, smart, up-to-date cars at the present low price, you will be well-advised to BUY IT NOW. It is quite likely that the next shipment will have to be sold at a higher figure, as the manufacturers anticipate having to raise the price.

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Rubber Tired Cavalry

(New York Sun)

And now it is the rubber tired cavalry!

The horse that eats gasolene, that requires no tether, no lariat and no cooling down at the end of the day, has come to take a new, unique and important place in the refined art of killing people at wholesale that men have for many ages glorified under the name of war.

In all of the chapters upon war, from the time of Philip of Macedon down to Pershing, there is nothing that offers so interesting a study as the armored car. It came into its own for the first time in Galicia but a few days ago. From this time on the military instructors will have to revise their teachings and their tactics to fit the innovation. It is true that the armored car came along in Belgium in the early days when the forts at Liege were preventing a speedy remaking of the world's map. But they came then as independent factors which played about the fringes of the war game without definite place.

In Galicia they were regularly fitted into place as co-ordinating units in a general scheme, as powerful aids to the infantry and as the most important protection for stranded artillery that the brain of man had as yet devised. It was no fault of theirs that the motor cars did not save the Russian artillery. They did their part. They did it wonderfully well, with the most scientific accuracy and with results that have made old army officers revise their ideas about rear guard fighting. Had the Russian infantry been faithful to its trust the armored cars would have saved every gun.

The distance to Galicia is great. There are men on the battle fronts closer to home who are closer to heart. So the popular mind has paid little attention to the performances of the motors because it did not travel far enough from the more familiar scenes, the more familiar names and the men who are more closely connected with our Western life. Americans thought of Galicia chiefly as a land that contained small towns which had gone amuck in the alphabet seeking names that suggested the arrangement of a set of blocks in an infantile asylum for the weak minded.

The fact that three entire armies —armies in every sense of the word excepting that they lacked a concentrated command—were advancing over a front as wide as from New York to Baltimore did not seem to make much impression in this country. But it fell to the lot of this advance, the first that the Russians made after Alexander F. Kerensky came to the virtual dictatorship of a chaotic realm, to prove to the soldiers of all lands that an automobile with a game chauffeur and a proper armament is worth its weight in real gold.

Nobody seemed to realise that any particular attention had been paid to the equipment of these new Russian armies. The public read the names of unpronounceable towns which they passed on their eastward sweep with languid interest.

Suddenly the name of Locker Lampson began to trouble the wires. Lampson surely bore no Russian patronymic. What could he be doing along the line with men whose names were formed of consonants on a spree? Lampson had brought along the British motor cars. They were of small use on the western front, where the armies are deadlocked in trenches with the Allies trying to squirm out of a system of fighting that the Germans wished upon them at the outset. Even the British, who developed the American idea, did not attach any great importance to the scheme.

Cavalry horses had been eating their heads off without any chance to add to the gayety of nations, and cavalrymen had been doing dismounted infantry duty.

And now a rubber tired cavalry has come to make a new place in martial study and in war history and fiction. Regardless of the fact that three Russian fronts were in action, that a Macedonian front claimed some attention, that Mesopotamia offered some attraction, that Egypt and East Africa and the Holy Land were still on the map, the reading public settled back to consider the French front with its stalemate as the one spot on the face of the earth worthy of consideration.

Out of it all chugs the motor car, with engine going full tilt, with the pilot pushing it over heavy roads to protect a routed army, and with guns of considerable size checking infantry and cavalry until the field artillery of the Germans might come to life.

The purpose of a rear guard in such a case is to protect the retreat of the main body. It must check, hold up, harass and delay the advancing foe. In any orderly army the rear guard for such a large fighting force would have held all three arms, the infantry, the artillery and the cavalry.

But the infantry of the Russians was in panic. Artillery without supporting troops is as helpless as a babe. The cavalry was by no means sufficient for the task before it.

The commander in chief sent for Lampson.

"They have cut through our lines on a front of fifteen miles," he said. "If they are not checked they will get behind our flank and cut the line of retreat, and that spells ruin for us—and for Rusisa."

That is where Lampson jumped into the fifteen mile breach to make a name for himself and a place for all future wars for the armored motor car. His scheme was simple. He picked the best roads leading toward the enemy, well knowing that the advancing columns would pick the best and most direct routes. Then he ran his motors straight back for the foe. The guns mounted on his cars had more range than the infantry could make. The machine guns they carried were poison to any advance cavalry.

As the long, field gray columns hove in sight Lampson let loose the guns from his chugging machines, which were kept going like the machines that our New York gunmen use when taking part in a criminal affair that requires a speedy getaway without undue notice to the police. The German infantry went to cover along the road, and signalled for a light battery to make the going hard for the rubber tired cavalry.

But the gasolene horses could outrun the hay burners, and when the artillery got around to the head of the column the motor cars had joyrided back to the next station where the advances could be held up. Once a German cavalry outfit ran afoul of the machine guns and little rapid firers. It fled precipitately.

So the eight cylinder mounts kept plugging away all along the roads, until they had so delayed the Germans that they could not use the fifteen mile gap to its full advantage. They probably cheated Germany out of 50,000 prisoners.

As for the Russian guns, the fleeing infantry cut the gun horses out and used them for flight. If the infantry had done its part the artillery could have pulled back its guns under the rear guard protection of the motor cars.

The whole story gives to the world a new war picture, a new element in the fighting game. It puts the automobile makers along with the Krupps as factors in army equipment.

And, incidentally, it puts Locker Lampson along with Marshal Ney as a rear guard commander whose work will in later years interest the readers of war lore.

Cocktail Conservation

Says a correspondent of The New York Sun:—I note by a morning newspaper that an assistant hotel manager has shaken up some Bacardi rum, some early spring vegetables, an egg and a lot of colored drinks and named the mess a Jazz cocktail. Veterans of the Spanish-American war and every naval officer who hit the beach at Guantanamo prior to the advent of Lord Josephus will righteously rebel at this violation. Hotel men shout that they are conserving the food supply, yet here we have one invading the hencoop and the garden to pollute what otherwise would be a very seductive drink. What he is striving for is an American prototype of the Cuban cocktail, but he has only succeeded in making a mongrel mess which is neither El Presidente nor Daiquiri.

El Presidente you mix this way: One jigger Bacardi, juice of half a line and sugar. The Daiquir, named for the village which every "gob" and admiral knows, is more complex in its composition: One jigger Bacardi, sugar, gin, plenty of ice, in a tall glass for a long drink. No grenadine, of course. As for the egg and the early spring vegetables, let's forget it. One El Presidente makes its container very dignified. Two emphasise his warlike attributes, and three start a revolution.

China Is Unassailable To Japan By S. S. McClure

To S. S. McClure, noted American publicist who since the beginning of the war has studied conditions in the principal belligerent countries and who has spent the greater part of the last six months in Japan, Korea and China, the much talked of Far Eastern question loses its serious aspect and becomes one of the simplest of world problems. In a comprehensive interview for The Japan Advertiser Mr. McClure, who sailed on September 23, for America, has given his ideas on the general world situation, with especial attention to the Orient.

"What is the most striking thing that you have found in the five months that you have been in Japan, Korea, and China?" Mr. McClure was asked as an opening question.

"That is rather a large question, but I think the most striking thing I have found is the simplicity of what is called the Far Eastern question."

"All rivalries among nations, all modern wars are caused by one or more of three things: security, access to the sea, to markets and territory.

"For better access to the sea Russia has fought many wars including ten wars with Turkey during the last two hundred years. United States history furnishes a most dramatic illustration of what a nation will do to secure unhindered access to the sea.

Cites U. S. History

"In the first years of the nineteenth century, New Orleans was owned and occupied by Spain. Through the mouth of the Mississippi, three-eighths of all the foreign commerce of the United States passed at that time. The troubles that arose from the Spanish occupation were such that some of the original states threatened to secede from the Union unless the Washington government would improve the conditions. Finally, in 1803, Congress voted two million dollars and a half, and a few weeks later authorised a call for eighty thousand volunteers. Jefferson wrote to the American Minister in Paris: 'The future destinies of our country hang on the event of this negotiation.' And further: 'The use of the Mississippi is so indispensable we cannot for one moment hesitate to hazard our existence for its maintenance.'"

"One of the main sources of modern German policy is her narrow access to the sea. At any time since the battle of Trafalgar England could have prevented a single German ship from reaching the ocean.

"The Russo-Japanese war of 1904 had its main impulse on the part of Russia to get an ice-free port on the Pacific.

"So much to illustrate the struggle of nations to have unhampered access to the sea as a cause of war.

"The European war of the twelfth and eighteenth centuries had much to do with the rivalries of England, France, Spain and Holland in securing territory in the Americas. Most wars lead to territorial conquest. But the prime cause of wars in these days is the passion of the nations for security. Japan's wars with China in 1894, and with Russia in 1904 were solely for security. The prime motive for the occupancy of Korea and Manchuria is security.

National Security Ends Wars

"The sole difficulty in ending the present war in Europe is the problem of security. President Wilson has expressed the longing of the Allied nations in the phrase that the world must be made safe for democracy. England fought the Boer war for security. The Monroe doctrine is based solely on the principle of national security.

"Belgium was neutralised in 1847 mainly for the benefit of Germany and England. For Germany it was a barrier against French aggression at a time when France was stronger than Germany. In 1848 Von Moltke said: 'If we respect Belgium's neutrality, we will protect thereby the largest part of the western frontier.' The neutrality of Belgium added to England's security by preventing a strong power from establishing a naval base on the North Sea.

"It will be remembered that during Cleveland's administration the United States threatened war on England unless the English government would submit to arbitration in a boundary dispute with Venezuela. It is difficult to imagine a more remote danger to the security of the United States than England's dispute with Venezuela. Nations will fight at the drop of the hat at any threat to their national security.

"The Far Eastern question like any other international question involves these three factors, security, access to the sea, territorial aggrandisement. All modern international relations deal only with one or the other or all of these basic factors. Let us apply this principle to the situation in Eastern Asia.

Believes China Secure

"First, as to China. China has territory, has access to the sea, and with the exception of the United States, possesses a higher degree of natural security than any other nation in the world. This natural security is the main cause of China's total lack of military power. Only necessity will cause a nation to arm itself.

"It was impossible to get the people of the United States to arm until the present world war compelled them. When President Wilson in December, 1915, urged an increase of the United States army to 181,000 men he was strongly opposed. England feeling that her navy would prevent invasion refused to arm herself.

"Nations arm only under the compulsion of dire necessity. The possession of security, territory and access to the sea has made the United States and China the most unaggressive nations in modern history.

"There is a large number of writers who liken China to Turkey as a cause of possible wars among nations.

"To quote Gardner L. Harding, 'What has followed the partition of Turkey has shown clearly what would in even greater degree follow either the partition of China, its absorption or control by one power, or any other eventuality permanently disturbing the balance of power in the Far East. The weakness of Turkey has been a European policy; and after half a century of lying settlements, and an enfeebling diplomacy which is self-condemned in the word it has given to the world—Turkification—that long plundered land has been revenged on its plunderers by being one of the primary causes of the greatest war civilisation has ever seen.' This is an absurd contention. Asiatic Turkey occupies a position of singularly strategic importance. The geographical location of China is of little strategic importance. China is secure. The assimilating power of three hundred million Chinese puts invasion and conquest among the impossible.

Says Japan Is Insecure

"As a corollary of this inherent security China is naturally unaggressive. The world does not fear China as a disturber of peace.

"Now as to Japan. There has been considerable talk as a possible disturber of peace. Some compare Japan to Germany as an ambitious military nation determined on conquering by force of arms her place in the sun. It is useless to deal with the motives of men or nations. The policy of a nation is determined by its needs and power.

"Japan's war with China was no test of power. Her war with Russia was successful because she had the protection of the British navy and on account of the political incapacity of Russia. Japan was able to conclude peace before Russia could realise her military power.

"Japan possesses a less degree of natural and commercial security than any other first class nation in the world today. Her industrial life and military power depend on her unhindered use of the seven seas. For generations to come the strength of the Japanese Empire will be in the Island of Japan. Her Island position renders her security and military power possible only if she is allied with great naval powers.

"Without such alliance, at the outbreak of war Japan would lose her ships and commerce. She would at once become industrially bankrupt. Physical geography—the tyrant of political history—decrees the utter impossibility of Japan duplicating the history of Germany, even if the Japanese people were so minded."

Japan Has Special Interest

As to the so-called Asiatic Monroe doctrine Mr. McClure said:

"While it is true that America and Europe need fear no possible changes or developments in China, on account of physical proximity the same is not true of Japan. So in the same sense that the United States has a peculiar interest in regard to Mexico, on account of the geographical situation Japan has a very vital interest in regard to China.

"The Asiatic Monroe doctrine as set forth by many Japanese editors and publicists is sometimes confused and is sometimes irritating, but in the sense that the situation in China and the possibilities in China concern Japanese more than they do any other nation, there is certainly room for an Asiatic Monroe Doctrine. But this doctrine must be limited solely to the security of Japan. In so far as the possibilities in China may threaten the national security of Japan, Japan has an interest in China greater than any other country, and this solely on account of her physical proximity to China. Just as Japan could not permit Russia to establish naval and military forces in Korea, so she could not very well look with indifference upon a foreign nation establishing herself in China in such a fashion as to be able to use the resources of China to the hurt of Japan, and be without adequate military resources. Allied with great naval and military powers, Japan counts in international affairs. Without such alliance aggression on the part of Japan is impossible."

"Then why is there all this talk about the Asiatic Monroe Doctrine and why does Japan maintain a comparatively large navy and a large army, developing a great military people very much after the style of Germany, and why does she continually increase her navy," Mr. McClure was asked.

Why Japan Must Arm

"Without her armaments Japan would be useless as an ally. Japan would be helpless. There would be no alliance between Japan and Great Britain but for Japan's armaments. This war illustrates the value of Japan's navy to Great Britain and her allies, and also the value of the Japanese alliance to Great Britain. Supposing Japan had been allied with Germany, her armies would have invaded Russia, and her navy would have wrought great havoc in the Pacific. If Japan had no navy and remained neutral the situation in the Pacific would have been very different. Japan's position as an ally of Great Britain and all the benefits that such an alliance involves is possible only because she has a navy.

"The world is full of Monroe doctrines. Almost all nations have policies, involving their security that are identical in nature with the American Monroe doctrine. It is when Japan claims special privileges in economic and industrial matters in China that the world at large becomes suspicious and hostile. The hostility of the world caused by the twenty-one demands illustrate this point."

"What about Tsingtao, Mr. McClure?"

"Of course, the occupation of Tsingtao, in the first place by Germany, in the second place by Japan, is not a unique thing in China," was the reply.

"It is not the first time that Chinese territory has been occupied by foreign powers. Hongkong is as much a British possession as Ceylon or India. In Shanghai, the European concession occupies a territory fourteen miles long by four miles wide. There are concessions governed by Europeans in Hankow, Tientsin and in other cities. On the lines of the Manchuria Railway, Japan occupies certain territory. But all the territory of China proper and Manchuria occupied by foreign powers would not equal in extent one-tenth of the area of Ireland and that after sixty years of aggression by foreign powers.

Says China Can't Lose

"I regard the occupation of these territories in China as of practically no significance. Every dollar spent in China for such settlements or for the building of railroads has benefitted China a great deal more than it has the investors of the money. In the development of ports and facilities for commerce, it is China who will be the ultimate gainer. Supposing China goes in debt for the construction of railroads. It is like a man buying an important piece of machinery on the profits of which he will expect ultimately to pay for the machinery. Many of the railroads in the United States were built by foreign capital. The most important railway system in the United States is the Pennsylvania system. Speaking broadly, it connects New York, Chicago, Washington, St. Louis, Baltimore, Philadelphia, Cleveland, and Cincinnati—the heart of the United States. It passes through the greatest deposits of coal and iron.

"The greatest steel manufacturing cities are on the Pennsylvania system. Until a few years ago, the majority of the stock was owned in England. Now it is hard to predict the future in China, but the developing of the resources of China will in time enable her to pay back the cost of these railroads as the United States has done. And when China is developing, the work in these railroads and the work in the steel mills and the work in the mines will all be done by Chinese laborers. It is Chinese workmen that work in the mines and that man the trains, in China today. The work in these various fields will train the Chinese in technique and organisation. If the mineral and agricultural resources are sufficient to justify the building of railroads, the resulting wealth will enable the Chinese to own the railroads in time.

"No one can safely prophesy, or forecast the course of history for the next hundred years a to China but it is likely that the machinery of civilisation, railroads, roads, telegraphs, factories, etc., will be increasingly introduced into China and that the people will practically develop the forces of organisation that will ultimately blossom into a stable national government."

Tells Of Parallel Case

"When that time comes, the expansion of the Chinese government over the few square miles at present under European control will be a very simple matter. Yokohama had a European settlement, but the European settlement is now not only

(Continued on Page 12)

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GEO MCMANUS 8-18

Love, Home and Table Topics By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the Leisure Hour

Business Of $300,000 A Year In School Banks

Depositors Under 18 Years Old Have Placed $250,000 In 180 Public School Savings Institutions In New York City

By Milton W. Harrison,
(Secretary, Savings Bank Section, American Bankers' Association)

Never was the need of education in thrift more imperative than now. For the proper conduct of the war thrift is the only thing that can be depended upon. Hence it is vitally important to instill the habit of economy in the mind of the young, but the question is one of method. It is quite possible to acquaint children with the theory of the value of adherence to the principles enunciated by Poor Richard, and after they have committed to memory the whole of the immortal Almanac still to have them waste their allowances on ice cream cones and Charlie Chaplin candy. The best answer seems to be the New York City School Bank.

There are in the United States thirteen savings institutions that have more than 100,000 depositors, of which the lucky thirteenth (the school bank) is composed of 180 branches in New York, with about 101,000 depositors, none of whom is more than 18 years old. Since September, 1914, the gain in number of accounts in this institution has been almost 1,000 per cent, whereas in the largest savings bank in the city the gain for the same length of time has been about 15 per cent.

This children's institution is almost the same as a municipal savings bank, for it is part of the public school system of the metropolis, which has the best, the biggest, and the most valuable, as it relates to the teaching of thrift, school savings system in the United States, if not in the world. In the 180 schools which have installed savings banks; there are more than 300,000 children registered, all potential savings bank depositors.

The American Bankers' Association, feeling the importance of establishing habits of thrift at an early age, started a campaign in September, 1915, to put school banks in every school of the city. It was the unanimous opinion of those interested in the work that no one questioned the importance of saving or the value of school savings banks, but the trouble was that it was so self-evident that it had been overlooked. To remedy this condition, the Board of Education, the American Bankers' Association, and the savings banks of the city agreed upon a plan which would remove many of the objections that had been raised against the work in the past. Thirty savings banks of the city agreed to supply the initial stationery necessary to open a school bank, free of cost to those banks which wished to take up the work provided the Board of Education would undertake properly to install these new banks.

The schools, the parents, and the pupils responded most enthusiastically, so that today there are 180 school banks in operation, where only a year ago there were thirty. Within the year that this work has been under way, the number of depositors has increased from 19,000 to 101,000, the savings on hand from $91,000 to $250,000, and the gross annual business from $76,000 to more than $300,000. One year ago there were only 69,000 children enjoying the privilege of banking, while today this number exceeds 300,000.

Several months ago the Board of Education decided that the school banking system should have adequate supervision, to audit and examine the books of the banks in operation, so created the office of Supervisor of School Banks in its Bureau of Audits and Accounts. Primarily, the duties of the supervisor are to encourage thrift among children and parents; to enlighten people of the purposes and advantages of school banks; to install new banks, and instruct teachers in charge of the work; to get the co-operation of savings banks; to obtain uniformity and efficiency in audit and school reports; prepare reports on condition and progress for the Board of Education; make suggestions for improvement and care for the future growth. Amzi N. Clark, who not only had devised the system of school banking in operation throughout the city, but for a number of years had been a school teacher, was appointed supervisor.

It is interesting to describe the operation of a school bank. Generally, in the basement of a school, there are erected fixtures which correspond in many respects to those of an ordinary bank. The pupils of the graduating class act as clerks, and every pupil receives an opportunity to serve in turn in each clerk's position. It has been found that such actual practice aids the pupils in their school work, especially bookkeeping and arithmetic. Deposits are usually received twice a week, before and after school hours, so that the bank does not interfere with the regular classes.

In the Julia Richman High School they have a system for conducting their bank that is most efficient. The work of the various departments of the bank are co-ordinated with the classes in English, advertising, drawing, salesmanship, and the class in statistical work. Nearly 100 per cent of the total number of pupils are depositors in the bank. However, the avowed purpose is to give the advanced pupils the advantage of practical experience.

According to the present organisation it takes nine girls to fill the positions in the bank; namely, new account clerk, deposit clerk, receiving teller, cashier, bookkeeper, register card clerk, file card clerk, pass card clerk, paying teller, and President. The President is usually selected from girls who have had previous experience in banking work in the school and thoroughly understand the organisation and administration of the bank. The President does about the same work as the chief clerk in a large savings bank, supervising, instructing, and helping out when a clerk is absent. She then makes a summary of the day's work in a day book. The operation of the bank may be explained by stating the exact manner in which deposits are made.

The depositor makes out her own deposit slip, and takes her slip, money, and a pink pass card to the deposit clerk, who inspects the card, counts the cash, approves the slip, marks it old or new, and passes the slip, cash, and pass card along the counter to the receiving teller.

The receiving teller examines the slip, counts the cash, takes from the file a duplicate pass card, which is yellow, to distinguish it from the depositor's card, puts both cards together and punches out the amount deposited, then passes all along to the cashier. The pass card file clerk sits immediately in back of the receiving teller. When the deposit clerk first gets the deposit she calls the number of the account to the pass card file clerk, who immediately hands the yellow pass card to the receiving teller.

The cashier receives the deposit ticket, both pass cards and the money from the receiving teller, examines pass cards, ticket, and money to see that no mistake has been made. She records the number of the account, section number, amount, and information as to whether it is an old or a new account on the cashier's sheet. If everything is correct she hands the pink card back to the depositor, who has moved along the line from window 1 to window 2. She calls out the number of the account to the ledger card file clerk and passes the yellow card and deposit slip on to the bookkeeper. The ledger card file clerk immediately passes the ledger card to the bookkeeper.

The bookkeeper receives the yellow pass card, deposit ticket, and ledger card simultaneously and posts to the ledger card from the deposit slip, carrying out the balance. She then compares the balance as shown by the yellow pass card with the balance on the ledger card. If they agree she sorts the tickets, pass cards, and ledger cards into three piles. After the day's work has been proved cards are filed and deposit slips fastened together and put away chronologically. When the bank closes the girls are given twenty minutes to finish posting, prove cash, and get everything put away.

When a new depositor wishes to open an account she first makes application to the new account clerk, who has her fill out two signature cards, one to be filed alphabetically and the other numerically. The clerk then fills out the pass cards and ledger cards, assigns the number of the account, and records same in a book kept for that purpose. The depositor then takes her deposit to the deposit clerk and the work proceeds the same as if it were an old account.

F. L. Bailey, the manager of the Julia Richman High School bank, says:

"We find that many girls are saving for the first time in their lives and are delighted to see their accounts grow. Several girls have saved $20 in less than a year. Many others at least $10. The senior class members are saving largely to pay the expenses incident to graduation. Last term the graduation class withdrew about $150 at the end of the term. We frequently find that students have withdrawn money to make mother a birthday present.

"All these things indicate that they are catching the true spirit of saving—not to be misers, but to stop useless spending of small sums, to accumulate enough to the worth while when it is finally used. One little girl who has saved over $20 has earned all of it giving music lessons. Several girls have asked if mother, aunt, or sister at home could open an account, thus showing that an interest wider than the school is being reached in our campaign."

Albany, Rochester, Detroit, Chicago, Minneapolis, San Francisco, Kansas City, Pittsburgh, Harrisburg, and Paterson, all have excellent school savings banks in operation. The State of Texas, through the University of Texas, in co-operation with the Texas Bankers' Association, on March 20, 1917, started a Statewide campaign for the establishment of these banks. The Bank Commissioner of the State of Massachusetts officially recognises the school savings bank as the most effective means for inculcating the habit of thrift in the mind of the child.

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Don't allow children to bolt their food. Plenty of time should be taken, and they should be taught to masticate food well.
Don't neglect children's teeth. This is an important duty which parents should attend to.
Don't urge children to eat. If they habitually refuse to eat at meal times, consult a physician as to the cause.
Don't allow children to play with their food; don't try to amuse them or divert their attention while eating.
Don't allow children to eat between meals.
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China Is Unassailable To Japan

(Continued from Page 10)

under the National Government of Japan, but the Municipal Government of Yokohama. The gradual mastery of diseases like scarlet fever and smallpox, and other diseases that prevent a rapid increase in population, and the introduction of hygiene will lead to enormous increases in the population and nothing can withstand this flood of people. China, to my mind, is absolutely unassailable, taking it in a large view. Even small nationalities are almost impossible to extinguish. The most permanent things in the world are land and the people. Take an illustration from English history. William the Conqueror crossed over to England from France. He is called the Conqueror because he conquered England, but he and all his men became an integral part of England as much as anything else. No difference what people invade China, no difference if a nation secures the control of the government in China, China would be there just the same.

"The future of China is no greater problem than the future of any of the European countries today. I doubt if any nation in the world possesses greater elements of permanency than China at this moment. Now no one can predict the course of development of China in the next fifty or one hundred years, but the probabilities would all seem to point to the gradual increase in railroads, to the gradual development of commerce, to certain improvements in agriculture, to the increase in scientific knowledge. China is at present a school developing her powers of organisation.

China Has Advanced

"The controversies, the rivalries, the political activities in China, are the mere froth in the surface of her life and have a negligible effect on the march of history. The most enduring elements of a nation are the land or the people. After nearly a century of contact with the world and exploration by other nations, wars and revolutions what is the status of China today as compared to fifty or a hundred years ago? What has China lost permanently?"

"Taking the whole East, we can't over estimate the beneficent changes wrought in Korea, nor the marvellous achievement of the Japanese people in establishing an orderly and efficient government, nor the enormous advance in China."

Commenting upon Mr. Richard Washburn Child's articles on China and upon Mr. Lindsay Russell's suggestion that China is morally, politically and financially bankrupt and ought to be placed in the hands of a receiver, Mr. McClure expressed his opinions.

"One of the most universally accepted axioms in dealing with human affairs is the statement of Burke that it is impossible to draw an indictment against a whole nation. It is true as Mr. Child says that there is a great deal of sickness in China. They have the plague, smallpox, scarlet fever, tuberculosis, dysentery and sometimes one or the other of these diseases are very prevalent. If the Chinese people were as healthy as the Europeans, her population would be a billion in less than a century. There is great mortality, especially in infancy as compared to the peoples of the west, and as compared to Japan, but the conditions in Europe two hundred years ago were no better than in China today. Terrible plagues devastated Europe until very recent times. Mr. Child speaks also of the handicap of superstitions. He is right. But we have only to turn back a few pages of American history to reveal a time when the most terrible superstitions prevailed among the people who founded the United States. It is not so long ago when young women were burned as witches in Massachusetts. No wars or rebellions in Chinese history excelled the horrors and devastation of the Thirty Years' War in Germany. It would be unfair to western civilisation to compare China to Europe at the present moment.

"But one may fairly compare the use of burning oil and liquid fire in the fighting on the western front, and the use of the submarine to sink without leaving a trace, with any happenings in China in recent years and the comparison will not justify the general idea of Mr. Child's articles.

Tells Of Wrong Viewpoint

"I saw something of China myself. I have been among the people of China almost as much as Mr. Child. I spent seventeen days in going through China from Peking to Hankow under conditions by which I saw thousands upon thousands of people, and the general aspect of the people was that of healthful energy. To judge China properly you must compare her not to Europe and America at this moment, but to Europe and America as they were before the very new knowledge of the last one hundred years came in. Standing by itself, Mr. Child's article gives a totally false impression of the conditions in China or the outlook in China. I should call it an absurd piece of work. It doesn't place China where she belongs. Look at what China is. In the first place, almost all the people work on the land. They are marvelous farmers. The very conditions of their lives are such as to make a possible people. Then China has in a certain way the sense of organisation and leadership. The various guilds, for example, are very well organised. In working with coolies, I always dealt with just one man. He was their leader. There might be six or there might be sixty in the group, but there was one leader and to him they delegated their authority. They organise very naturally and very easily. It is good raw material for the development of an organised nation. Broadly speaking, they were people with intelligent looks, kindly, efficient in the work I saw them at. One got to like them tremendously.

"I was among these people for nearly three weeks, under continually varying conditions and emergencies, and my impression as to the health and intelligence of the farmers and laborers of China differ from those of Mr. Child, but I do not draw any general inference from my observations. I saw no evidences of sickness and superstition, but I know there is a great deal of sickness and superstition in China.

"But one should always remember the great body of noble literature—the Chinese classics—that are the basis of the Chinese ideas of morality and behavior and which have a very beneficial influence. China is weak not because she is feeble, but because she is asleep. But she is being wakened.

Neglects The Real China

"Mr. Lindsay Russell was right, too, if one confines one's observation to the small number of Chinese engaged in so-called political activities, and who are so inefficient and corrupt. But his characterisation is inaccurate as to the several hundred million hard-working people who earn their living and are on the whole decent and orderly.

"China is a land of patient women and hard-working men. The Chinese have a shorter step in many respects to go than the Western nations had a century or two ago.

Mr McClure frowns upon the "Japanese" and "Anti-Japanese" classification of persons who have knowledge of the Orient. He believes in both countries. He likes the people he has met in both countries. With few exceptions the four hundred millions of people living in Japan and China are engaged in the work of making a living, according to Mr. McClure. They are in the main, industrious and law-abiding. Their principal occupation is farming and there is no business in the world that so induces decency, law-abidingness and general well-being as farming. He says I have studied governments and the relations of them to peoples in many countries for more than fifteen years, and the achievement of Japan, in the space of a single generation, in establishing a government that secures to her people security and enlightenment equal to most modern nations and superior to many old-established nations, is to me one of the most remarkable phenomena of modern history.

"It is often said, Mr. McClure, that when a foreigner comes to Japan to study the country that he is taken in hand by the officials and leading men and sees only what the Japanese want him to see."

"Well, I have heard such statements frequently. There must be some truth in a belief that is held so generally, but personally, I have had no knowledge that such a thing is done. Within the last two years I have visited and studied several countries. In my work I received most assistance from officials and influential men in Germany, France and Turkey, and least help from such people in England, Japan and China.

"I have been neither helped nor hindered in my studies of Japan, Korea, and China. I have had all the attention and courtesy I am entitled to, just what any newspaper man would receive.

"In my work in many countries, I have found no difficulty in getting what I wanted in the fields I was investigating.

"I have made my studies and come to my conclusions without help or hindrance. I conclude that what is called the Far Eastern question exists. Just as the South American question and the Mexican question exist. To my mind looking at the immediate and the far future, the Far Eastern question is a much less serious question from an international standpoint than many of the unsettled questions in Europe and the Near East and that so far as the possibility of war is concerned, arising from the conditions and situation in Eastern Asia the world may rest easy."

RECRUITS TO CAMP LIKE CLOCKWORK

Start For Cantonments Made At Same Hour From Pacific To Atlantic

Washington, September 4.—This is the last day at home for the first 206,000 of America's drafted recruits. They are quitting their jobs, arranging their personal affairs and getting ready for the final goodby less than 24 hours away, after which they will be on their way to camp to learn to shoot guns and plunge bayonets in defence of their government.

They are all under orders to report in person to the members of the local exemption boards which chose them. By early afternoon the entire 206,000 will be mobilised at exemption board headquarters from Maine to California and from the Great Lakes to the Gulf.

After being shown to government lodgings or given permission to spend tonight at home, the men will be at liberty until 5.30 p.m., when they will again be mobilised at headquarters of the local boards for retreat roll call.

At that time one member of each group will be chosen by the local boards to command the party on the way to camp. All local boards have strict orders from the War Department to watch their men carefully and, in case any of them fail to report, or reporting, disappear afterward, institute instant and vigorous search for them and turn them over to the United States Army for trial and punishment as deserters.

Thousands of mothers, sweethearts, sisters, fathers and brothers accompanied the boys to local board headquarters today. In many places arrangements had to be made to rope off sufficient space around board headquarters to mobilise and take account of the men. An even greater mob of relatives and friends is expected tomorrow, when the men say their final goodbys and are off to camp.

Precautions were taken by the government today to make sure that no drafted man escapes military service in this and following groups by starting to camp with the others and disappearing on the way.

At each mobilisation camp will be kept a list of the number of men each board is to furnish. A copy of the men actually sent will go with the leader of each group and be checked up at the camp. And if for any reason the number of men is not right, or if any of them have absconded en route, the local board responsible for that group will have to find the missing men and also immediately send others next on their lists to take their places at camp.

"Only men actually reporting and finally accepted for military service at the mobilisation camp," says the official order, "will be credited to the quota of any local board." Although passed and accepted by the local boards, these 206,000 men will be subjected to a final, rigid physical examination by army surgeons at the mobilisation camps. None of them will be finally accepted for service until they have passed this examination.

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If you have any of the above symptoms, your kidneys are either weak or diseased, and these symptoms are warning of more serious trouble to follow—Bright's Disease or Diabetes

Whatever you do, whatever you *think* your disease is, look well to your kidneys at the *first sign* of anything wrong. Give them just the aid they require in Doan's Backache Kidney Pills, and see how well and fit you feel, after even a few doses. Their effect is marvellous and lasting.

Doan's Bachache Kidney Pills are a never-failing cure for all forms of kidney trouble. They instantly relieve the congested, overworked kidneys, and gradually bring them back to health. Their whole action is on the kidneys and bladder—not on the bowels—and by doing one thing only they do that one thing well.

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MUST BE GROUND

Without good teeth you can not properly masticate (or "Fletcherize") your food. Breaking up food by pressing it against the roof of the mouth with the tongue does not masticate it; it must be ground or crushed and thoroughly mixed with saliva before it is swallowed, or the stomach can not properly digest it. If you are suffering from stomach trouble your physician will first advise you to eat slowly, and *thoroughly* masticate your food. But mastication cannot be thoroughly accomplished without clean and healthy teeth. If the teeth on one side of the mouth are sensitive or missing you will do all your chewing on the other side or in the front of the mouth.

If Nature had intended food to be so treated she would have supplied teeth only on one side or in the front of the mouth, and not as generally granted us by her.

If you, now have not got the set Nature first supplied you with and so suffer from Indigestion and the other accompanying ailments I would ask you to pay me a call and I'll endeavour to assist Nature and give you relief.

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"Japan Must Control Eastern Seas---Depends On Militarism"

Formerly Japan Asked World to Leave Her Alone—Now World Asks Japan to Leave World Alone

Mr. S. S. McClure, the well known American writer and publisher, who is now in Tokio, writes in the New York Evening Mail of Japan's Problems as follows:

There is something sardonically humorous in the contrast between the compulsory opening up of Japan by warships of the United States and Europe within the decade 1850-1860 and the present attitude of the world toward Japan.

A little more than half a century ago the great naval powers of the world, with the roaring of guns, compelled Japan to enter the family of nations.

From that day to this the international relations of Japan have dominated the industrial political life of Japan. The problem of the far East is the problem of Japan.

Sixty years ago Japan had about half its present population. For nearly three centuries it was practically an isolated and self-sustaining unit. The Japanese produced all the food they needed. They made their clothes from their own cotton and silk. They built their homes from their own forests. I have examined books and engravings printed as early as the ninth century. The artistic products of past centuries indicate a highly developed people. All Japan asked from the world was to be let alone.

Today all that the world asks from Japan is to be let alone.

First Controversy

The first struggle between Japan and other nations was in regard to treaties signed between 1854 and 1860 by which Japan could establish a tariff on imports at only five per cent and by which foreigners had their own courts and other privileges. To modernise these treaties and to introduce civilisation were the chief aims of Japan for many years.

But the opening up for Japan and the developments of mercantile fleets and navies and world-embracing trade and rivalries, together with the railroad and the steam engine and other tools of civilisation, brought new and serious problems to Japan.

The problems of the other nations, national security, markets and commerce and territorial expansion, become also Japan's problems and in a very basic and vital manner.

The growth of population compelled the abandonment of cotton raising, for all the land was needed for food crops. Japan must import her cotton. This cotton must be paid for, but with the exception of silk, Japan had almost no raw material to export, therefore Japan must manufacture. But manufacturing requires machinery and transportation, which in turn requires iron and steel, but Japan has almost no iron ore; therefore she must import and pay for iron ore, iron and steel.

In other words, while grievously lacking in fundamental raw materials, Japan must build up the machinery of modern civilisation and support a constantly increasing population.

Distant From Markets

Let us take half the people of the United States and Mexico, place them in three-fourths of California, in which only one-sixth of the land can be cultivated and we will duplicate Japan's situation. Further, Japan is from 5,000 miles to 12,000 miles from markets for nearly two-thirds of her exports and imports.

Let us glance a moment at the problem of national security. The question of security is so interwoven with Japan's territorial and commercial interests that I will turn aside for a moment from Japan's economic needs and ambitions to study her struggle for national security.

One could write the history of Japan's last half century from the standpoint of self-preservation, or from the standpoint of aggression and expansion.

Compared With England

Within a year I have read two histories of the British empire, written by enemies, dealing with England as an aggressive and predatory nation, and a great deal of the literature dealing with Japan and the far eastern question is of a like nature.

I propose to deal with the problems of the far East in an utterly objective manner, without blame, without sympathy. I shall present the facts as I see them and neither attack nor defend Japan or any other nation.

Japan is an island in an ocean, on whose shores are the British empire, the United States, China and Russia.

A quarter of a century ago Japan feared that China would occupy Korea. Prince Ito said that Korea, in the hands of a powerful nation, would be a dagger at the heart of Japan. Hence the Chinese-Japanese war of 1894-5.

Ten years later Japan feared a greater danger—the occupation of Korea by Russia. If a strong nation should try to occupy Mexico, there is no doubt that the United States would fight.

Japan fought Russia and won.

But Korea was as unable to protect itself as Mexico, with a feeble and utterly corrupt government, and Japan had to choose between the annexation of Korea or allowing Russia to take Korea.

But Japanese statesmen had said that they were fighting for the independence of Korea, and after driving Russia out, yet Japan herself took Korea.

Japan not only made Korea a part of the Japanese empire but also, having driven Russia out of southern Manchuria, established herself there even more securely and thoroughly than Russia had done.

China cannot hold back Russia. If Japan had withdrawn, Russia, which was stronger than before, with better railroad facilities, would have pressed eastward and the war would have been fruitless or would have to be fought over again.

The problem of national security is a very living reality in Japan. While Japan has the advantage of being an island and can be securely defended against invasion, she has the drawback of her island situation in that oversea commerce is necessary to her livelihood. If Japan were shut off from the sea she would soon be bankrupt.

The chief interests of Japan are peace, security and trade.

Must Control Sea

Japan must control the sea, or, at least, be safe from losing the freedom of the sea. The keystone of Japan's defense policy is her alliance with England.

(Here Mr. McClure quotes the testimony of Viscount Kato, Count Terauchi and Viscount Motono as to the great value of the Anglo-Japanese alliance to Japan.)

The Japanese navy has undoubtedly rendered very important service to her allies.

This is a war of rail power plus the submarine against sea power. It has strained all the naval resources of the entente powers to maintain the sea lines of communications. The navies of the entente have had no strength to spare.

On the other hand, without the alliance with England, Japan's position would be precarious.

Japan must be allied always with a strong navy power. The probable military strength of Russia or China forty or fifty years hence will utterly overshadow the military strength of Japan. The territory and resources of the United States will always make Japan a weak power in comparison.

Japan can maintain her security only with friendship or alliances. Standing alone she cannot possibly defend herself against her possible enemies forty or fifty years from now.

In her short history since she came out of her seclusion Japan has waged two wars for national security. But she cannot hope that China and Russia will be as easily dealt with in the middle future as in the recent past.

Japan is reasonably secure today, but anxiety is never wholly absent from the minds of her leading men.

The problem of nation security for Japan is not a slight one.

Her position in the world she has gained by military prowess. Without armaments she would not be allied with England. She has fought two wars successively with the great nations that face her on the continent. She must maintain armaments. Armaments require money and steel. Unlike all the other first-class powers, she must import her iron and steel. China furnishes a great market for exports and the only convenient source of iron and steel. The development of China's resources would enrich Japan and also furnish her steel.

Japan regards it a matter of life or death to get from China raw materials, to sell to China manufactured articles and to increase the national wealth by building railroads in China and owning and developing mines of iron and coal and other natural resources in China.

Big Cotton Importation

Let us glance a moment at Japan's economic problem, as revealed in statistics. Take cotton. Cotton is a

(Continued on Page 14)

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The conflict that "MADDALENA," played by Edna Goodrich, wages against the disease is expressed with such motherly emotion that the sympathies of all are with the brave mother.

The quality of this production—in the strength of its portrayal, in the beauty of its scenes, in the quality of its photography, and the interest of its story—all well represent the Morosco-Paramount standard of photoplays.

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"BEN BLAIR"

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"Japan Must Control Eastern Seas---Depend On Militarism"

(Continued from Page 13)

fundamental necessity to Japan and the nations of Asia. It furnishes nearly all the clothing. During the seventeen years, 1900 to 1916, inclusive, all Japan's imports were worth $3,540,000,000. During the same period her cotton imports were worth $1,254,000,000, or more than one-third of all her imports.

During the eleven years, 1906-1916 Japan imported $200,000,000 worth of food more than she exported of food.

The war has caused abnormal conditions and changed the balance of trade in Japan's favor.

Chinese Problems

Now as to China, national security, the open door, the Asiatic Monroe doctrine and Japan's foreign policy:

China is today what the United States was fifty years ago as to undeveloped natural resources, and with a government that for generations has been either feeble or corrupt, or both.

The chief cause of the various and dangerous problems that constitute what is called the far eastern question is the combination in China of a feeble government and enormous natural resources. A similar situation in Asiatic Turkey was the principal cause of the alignment of the European powers into two hostile camps.

I will illustrate the situation in China by the experience of an American company which has a concession to build 1,100 miles of railway in China. The contract for building is being handled by the Siems-Carey Railway and Canal Company.

This railway would open up regions rich in wheat, iron, coal and other commodities. After the concession was secured it was found that previously made secret treaties existed which hindered the enterprise.

(Here Mr. McClure quotes the editor of The Far Eastern Review in regard to the short-sighted policy of Chinese statesmen in entering into all sorts of secret treaties granting concessions to foreigners which has so tied up the country that it is difficult for the promoters of bona fide development enterprises to built as much as 1,100 miles of railway.)

In the struggles for rights and privileges in China there appear to be three distinct questions: First, Japan's policy as to China; secondly, the policies of other nations as to China and as to Japan's Chinese policies; thirdly, the interests of the Chinese people themselves in their resources and in the problems of establishing a stable government and achieving national progress. With the last two questions I shall deal after I visit China.

I will now present Japan's view of her relations to China.

China has been the central fact in Japan's foreign relations. The first war Japan fought was with China.

In reply to my question as to Japan's willingness to have American capital develop China, Marquis Okuma said:

"If China is opened we shall have a better opportunity than either America or Europe, not because of the development of our industry but simply owing to the geographical situation; and also we know the Chinese and the Chinese ideas and customs better. If China is developed with American or European capital we shall also benefit by it.

"We do not entertain any idea of monopolising the Chinese market, which is impossible and unnecessary."

(Mr. McClure also quotes Viscount Uchida and Baron Goto to the same effect.)

The Far East Question

In all diplomatic history there is nothing so clear as Japan's agreements and pledges as to China.

Why the Far Eastern question?

There are two general causes. One is the growth of what in Japan is called an Asiatic Monroe doctrine. The other is illustrated by the twenty-one demands made on China by Japan in January, 1915.

Her Fixed Policy

The Japanese Monroe doctrine as to China has not been accepted by any foreign power, nor has it been promulgated by the Japanese government in any formal fashion, but it may be said that such a doctrine is a fixed policy of Japan.

The so-called twenty-one demands presented to China by Japan in January, 1915, are not be confused with the Japanese Monroe doctrine. They go far beyond the American Monroe doctrine. The presentation of these demands, especially the demands contained in Group 5, caused a great deal of opposition on the part of other nations. Mr. McClure here summarises these demands.

Inasmuch as these demands were made secretly, and inasmuch as the negotiations were conducted not as between equals, and further, as they greatly extended Japan's influence in China, they caused a great deal of irritation and opposition among the other nations.

Government Is Weak

To summarise: China is a country of vast undeveloped natural wealth. Its government is weak. There is competition among the powers to develop these resources. Japan, by her proximity and by the force of circumstances of the last twenty-five years and by her great industrial needs and predominant interests, claims, first, to be the source of power to enforce the Japanese Monroe doctrine in regard to China, and, secondly, that she has a predominant industrial interest in China.

The needs of Japan determine her policies.

She feels that what to the other nations is simply an opportunity to extend their trade is to her a matter of life and death.

SINGS TO LEOPARD TO SCARE IT AWAY

British Airman Has Strange Experience In African Jungle

From London Chronicle

Terrible experiences of a British airman in the East African jungle are told by him in a letter received by a relative at Guildford, England. The aviator, Lieut. G. Garrood, of the Royal Flying Corps, went up to bomb a German ambush on the Rufiji River, but through engine trouble had to descend in the bush, the machine landing with broken propeller in a bog. It took him four days to make his way to a place of safety through the bush infested with wild animals.

He tells how in the dusk he was confronted with an ugly black animal about four feet high, with vicious tusks. He climbed a tree and prepared to put in the night there. Later he opened his eyes and saw something like two green electric bulbs about 30 feet from the tree. They moved round it in a circle. This continued for 45 minutes.

"The tension was unbearable. I wanted to scream, shout and yell all in one, but instead I burst out with "The Admiral's Broom," and with a full-throated bass I roared out the three verses. No applause, but a reward—the leopard slunk away. Why had I not thought of it before?

"I went through my repertoire. I laughed as I finished 'Two Eyes of Grey.' It seemed so ridiculous. Then I got on to hymns, remembered four verses of 'O God, Our Help in Ages Past,' and sang the 'Amen,' too. The whole thing had its ludicrous side."

Next morning while swimming a river he passed seven yards from a crocodile's mouth, but just reached the bank in time. Without food or arms—his only weapon of defence his nail scissors—his progress through the awful bush was about 100 yards an hour. His clothing was in ribbons, and his fish exposed to the thorons, sword grass and flies.

He swam seven more rivers that day and sank down exhausted against a tree. He could hear a lion roaring about 500 yards away, and, somewhat nearer, the grunting of a hippopotamus.

"Being exhausted I more or less lost consciousness or perhaps half an hour or so. Nothing short of a hippo charging could have made me climb a tree. Am afraid life had little to offer about that time."

It was whilst lying here that the lieutenant "had the annoying experience of surveying two large baboons, the size of a small man, quarrelling over my trousers, now in threads, and among the tops of 40-ft. trees."

It was not until he had passed another horrible day and equally terrible night in the bush that he was at last picked up by some natives. "Their eyes seldom left me," he adds. "Undoubtedly I was a strange sight—my legs bare and bleeding, my short vest sodden, dirty and torn, no trousers of course, just a dirty sun helmet, a short stick in my right hand, and with four days' growth of beard on my dirty face."

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KAISER SUGGESTED REICHSTAG COUNCIL

But Party Leaders Are None Too Cordial After Michaelis' Explanation

Amsterdam, August 26.—Hope that the new Provisional Council of the Reichstag would lead to closer relations between the Government and the Deputies was expressed by Chancellor Michaelis in addressing the Reichstag in committee yesterday.

"I am grateful that you have expressed willingness to co-operate in carrying out my proposals," said the Chancellor. "The necessity of discussing certain fundamental questions within a limited circle to make it certain that these exchanges will be of a confidential nature has been proved. When I said that the members of the new body are not to be regarded as person "authorised' by the Government or parties, I meant that it was out of the question in every single case that the Government or the party representatives should join the commission with instructions, or that reports to the parties should be made after the sitting had been held.

Matters which are still in course of development and unripe for public discussion must be discussed confidentially. When we finally attain a solution it can be made public, but I am confident these confidential discussions within a narrow circle will lead to real progress. Closer contact beween the Government and the parties will be established.

"Each party leader will be a member of the council, which affords the certainty that the opinion of each party will be heard. Of course, the leaders will maintain close touch with their parties. Beyond this I have not worked out a program or contemplated a permanent solution. My first endeavor will be merely to approach a solution of pending questions in cooperation with the leaders of the large parties."

The Chancellor was followed by speakers representing the various parties.

The Conservative speaker said that he was satisfied with the assurance that the changes in the Government had sprung from the Emperor's initiative, but he welcomed the fact that the new council was not considered a "parliamentary institution."

The Centrist speaker emphasised his objection to any idea that the provisional council should be transformed into a permanent imperial council.

The National Liberal representative liked the plan, but opposed delay in internal reforms, while the spokesman for the Independent Socialists expressed dissatisfaction with the scheme.

The Weser Zeitung of Bremen asserts that the Chancellor returns from the German main headquarters with authority to create the subcommittee and to transform Alsace-Lorraine into an independent federal State.

Commenting on the new provisional council the Tageblat says:

"Chancellor Michaelis is quite wrong in thinking that this body will suffice to block the way to a parliamentary system.

Sailed from Shanghai

For London, etc.		
Iyo Maru		Sept. 24
Mishima Maru		J. .
Suwa Maru		July 31
For Liverpool		
Hitachi Maru		Sept. 5
For New York		
Suruga		Aug. 2
Toyooka maru		Aug. 1(
Tsushima Maru		July 1
For San Francisco, etc.		
China		Aug. 2[illegible]
Ecuador		Sept. 17
H. Luckenback		Aug. 2[illegible]
Oranje		Sept. 18
For Tacoma		
Manila Maru		Aug. 2[illegible]
Mexico Maru		Sept. 20
Panama maru		Aug. 1(
For Seattle		
Sado Maru		Aug. 3(
Shidzuoka Maru		Sept. 17
For Vancouver		
Bessie Dollar		Sept. 17
Hazel Dollar		Sept 2
Suki Maru		Aug. 2[illegible]

U.S. Advises The Pope To Stop Peace Notes

New York, September 20.—The United States government has sent an official telegram to the Pope telling the latter not to make any more peace proposals to the belligerent powers. As a result it is expected that the war will last for two years more at least.

Vessels To Arrive

From London	
Kaga Maru	Oct. 6
Katori Maru	Oct. 16
Kamo Maru	Oct. 30
From San Francisco	
Venezuela	Oct. 20
From Tacoma	
Chicago Maru	Nov. 8
From Seattle	
Yokohama Maru	Oct. 10

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 30, 1917

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
E'pe via Siberia (P. Train)	†Via Pukow		7.00	..	..	..	..
Swatow, Hongkong & Canton	Yingchow	8.30	..	..	..	..	8.30
River Ports	Kiangkwan	21.00	..	..	..	..	21.0
Japan via Kobe	Hirano maru	..	..	..	..	23.00	19.30
Japan via Kobe	Hirano maru	8.00	..	..	..	..	17.0
Peking and Tsin (Every day	Train	..	..	..	17.0	..	17.00
Tomorrow							
Europe via Siberia	Via Pukow	A21.0	..	..	18.00	..	17.00
River Ports	Kiangyu	2.00	..	..	..	..	21.0
S. Fran. v. Japan, C'da, & E'pe	Hawaii maru	15.00	..	..	..	..	14.30
Tsin (Daily except Sunday)		..	17.00	..	..	..	..
Hankow		..	17.00	..	..	..	..
Ningpo	Hsin Peking	..	15.0(	..	..	..	..
Tuesday, Oct. 2.							
Japan via Nagasaki	Omi maru	..	..	..	..	29.30	9.00
Europe via Siberia(Express)	†Via Pukow	..	7.0	..	..	..	17(1)
Hongkong		..	17.00	..	..	..	..
Hongkong and Canton	Chenan	21.00	..	..	16.30	17.0	21.00
Hongkong and Canton	Kwanglee	21.00	..	..	16.3.	17.0	21.00
Dalny, Manchuria & Europe	Sakaki maru		..	..		11.00	10.30
Tsingtao, Manchuria & Dalny	Sakaki maru	10.00	..	..	..	..	9.30
Japan Ports	Omi maru	8.30	..	..	..	..	7(1)
Japan, U. Kingdom v. Canada a d S. U. A.		..	9.00	..	..	..	17(1)
River Ports	Kutwo	21.0	..	..	..	..	21.00
Ningpo and Wenchow	Poochi	21.00	..	..	..	..	21.00
Wednesday, Oct. 3.							
Europe via Siberia	Via Pukow	A21.0	..	..	18.00	..	17.0
Weihaiwei, Chefoo & Tientsi	Fungchow	8.0	9.00	..	..	..	8.0
do	Koonshing	10.0	10.30	..	..	..	10.0
Swatow, Hongkong & Canton	Wingsang	19.30	..	..	..	..	10.00
Amoy	Sinkiang	21	..	..	16.30	17.00	21.00
Tientsin	Paoding	10.30	10.30	..	..	..	10.00
Swatow and Hongkong		..	P.0	..	..	..	..
Amoy and Hongkong		..	17.00	..	..	..	..
Antung and Newchwang	Wenchow	10.30	..	..	..	..	10.00
Thursday, Oct. 4.							
Japan via Moji	Kumano maru	..	..	..	..	1.30	11.00
Japan Ports	Kumano maru	..	..	10.30	..	..	10.0
Friday, Oct 5.							
Europe via Siberia	Via Pukow	A21.0	..	..	..	..	..
Japan via Nagasaki	Chikuzen maru					20.00	19.30
Monday, Oct 8.							
Japan via Nagasaki	Chikugo maru	..	..	..	..	20.0	19.0

†Letters forwarded by this route only when specially marked.

* Supplementary mail will close at 2 p.m. Registration 1 p.m. on Saturday, September 29.

A Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.

B Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.

D Letters and boxes with declared value 10.30 a.m. Parcel post and money orders 10 a.m.

E Letters and boxes with declared value 9 a.m. Parcel post and money orders 8.30 a.m.

F Letters and boxes with declared value 11 a.m. Parcel post and money orders 10.30 a.m.

I Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursday and Saturday at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

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JACKIES AND THEIR SWEETHEARTS MOBBED

Sauntering Along With Their Irish Colleens, Uncle Sam's Tars Are Attacked

London, Eng., September 4.—American sailors were today given a sample of Sinn Fein disloyalty when a gang of roughs, singing Sinn Fein songs, attacked Uncle Sam's jackies in the streets of Cork, Ireland, while accompanied by their sweethearts, and roughly handled both the men and girls.

Sauntering along the streets, in their best behavior, in company with their Irish colleens; gangs suddenly set upon them, tore the hats from the girls' heads, and otherwise manhandled the men. It is believed by the police the affair was prearranged.

Quarters of Irish officers at the training camp near this city were also raided last night by a party of Sinn Feiners, who stole the weapons of the officers.

It is said on behalf of the American sailors that their conduct on the streets was well behaved, and up to now the men have been treated in the most friendly manner by the citizens of Cork.

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R	Fast R	3rd and 4th	Fast R	Local	Fast Local	Right Express R.S.	STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast	Express	Local	Mail Express R.S.
SHANGHAI NORTH....dep.	..	7.55	9.10	9.40	12.45	13.25	16.55	23.00	PEKING.....dep.	..	..	..	..	P.R.R.	5.25	..	..
SOOCHOW....dep.	..	9.41	11.22	12.20	14.55	18.15	19.15	1.08	TIENTSIN.....arr.	..	..	..	..	T. P. R.	11.10	..	..
WUSIH.....dep.	..	10.51	12.24	13.41	15.54	19.27	20.20	2.10	TSINANFU....dep.	..	..	..	..	Second	$12.00	..	..
CHANGCHOW dep.	6.50	11.22	13.18	15.03	16.48	..	21.25	3.10	PUKOW.....arr.	..	..	..	..	Day	18.00	..	..
TANYANG....dep.	8.06	12.09	14.11	16.16	17.41	..	..	..	NANKING....dep.	..	..	7.20	8.05	11.45	*14.30	16.35	24.15
CHINKIANG..dep.	9.16	12.52	14.55	17.17	18.23	..	..	6.06	CHINKIANG..dep.	..	..	9.00	10.11	13.20	16.06	18.16	1.5
NANKING....arr.	11.19	*14.15	16.26	19.13	19.40	..	..	6.50	TANYANG....dep.	..	..	9.36	10.50	14.15	16.41	19.06	..
KUKOW.....dep.	T.P.R.	$15.30	..	..	..	..	..	..	CHANGCHOW dep.	7.00	..	10.34	12.19	15.05	17.39	20.30	3.0
TSINANFU....dep.	Second	8.06	..	..	..	..	..	..	WUSIH.....dep.	8.15	7.10	11.28	13.14	16.00	18.29	..	4.1
TIENTSIN....arr.	Day	18.31	..	..	..	..	..	..	SOOCHOW....dep.	9.35	8.11	12.22	14.54	17.01	19.21	..	5.3
CENTRAL.....dep.	P.R.R.	17.00	..	..	..	..	..	..	SHANGHAI NORTH....arr.	12.15	10.15	14.20	17.20	19.58	21.00	..	7.0
PEKING.....arr.		19.50	..	..	..	..	..	..									

R. Restaurant Cars. *Connects with through Siberian Service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.55	8.15	10.45	13.10	14.40	16.20	18.10	19.55	22.10	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.50	17.25	19.10	21.5
KIANGWAN dep	7.22	8.42	11.12	13.37	15.07	16.4[illegible]	18.37	20.22	22.37	KIANGWAN dep	6.26	7.46	10.16	12.26	14.11	15.41	17.36	19.21	21.4
SHANGHAI NORTH ..arr	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS...arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	19.45	21.5

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R.	Local	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	....	....	....
Jessfield dep.	....	7.51	9.16	10.20	....	15.06	....	....	....
Siccawei dep.	....	7.58	9.23	10.29	....	15.13	....	....	....
Lunghwa Junction dep.	....	8.15	9.40	10.47	....	15.30	....	....	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.15*	*13.35*	*15.00*	*16.00*	*16.50*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.47*	*13.52*	*15.30*	*16.22*	*17.07*	*18.12*
Sunghiang dep.	....	8.59	10.48	12.02	....	16 07	17 42	....	....
Kashai dep.	....	9.51	11.52	13.28	....	16.53	18 49	....	....
Kashing dep.	7.40	10.25	12 30	14.35	....	17 22	19.20	....	....
Yehzah dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	....
Changan dep.	9.45	11.41	14.00	16.50	....	18 24	....	....	....
Hangchow dep.	11.10	12.50	15.25	18.30	....	19.19	....	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....	....

STATIONS	Local	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	....	6.30	7.55	....	9 20	14.10	16.30
Hangchow dep.	....	....	....	7 00	8 30	....	10.00	14.35	16.05
Changan dep.	....	....	....	8.04	9 48	....	11.40	15.20	17.30
Yehzah dep.	....	....	....	8.41	10.31	....	12 39	15.51	18.40
Kashing dep.	....	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai dep.	....	....	7 48	9.53	11.55	....	14.48	16.52	....
Sunghiang dep.	....	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.18*	*9.43*	*10.23*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South arr.	*8.35*	*10.00*	*10.45*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	....	....	11.35	14 05	....	17.18	18.20	....
Siccawei dep.	....	....	....	11.44	14.14	....	17.28	18.29	....
Jessfield dep	....	....	....	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	....	....	12.05	14.35	....	17.55	18.50	....

KONZEN CHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZEN CHIAO

Konzen Chiao...	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	....	17.20	....	....
Ken Shang Mun.	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12 45	14.55	17.50	19 15	....
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Ken Shang Mun.	dep.	7.42	10.57	12.57	15.12	18.07	19.37	....
Zahkou.....	arr.	....	9.40	12.10	....	16.55	....	Konzen Chiao...	arr.	7 55	11.10	13.10	15.25	18.20	19.40	....

R. Restaurant Car.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, September 29, 1917.

Money And Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 102=Tls.	98
@ 72.5=Mex.	$1.35
Mex. dollars: Market rate	72.2
Bar Silver	—
Copper Cash	1783
Sovereigns:	
Buying rate @ 4/3=Tls.	4.70
exch. @ 72.5=Mex.	$6.49
Peking Bar	—
Native Interest	.10

Latest London Quotations

Bar Silver	49½d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London Fr.	27.41
Ex., N. Y. on London T.T. $	476⅛
Consols £	—

Exchange Closing Quotations

London	T.T.	4/3
London	Demand	4/3⅛
India (nominal)	T.T.	299
Paris	T.T.	586
Paris	Demand	587
New York	T.T.	101
New York	Demand	101⅛
Hongkong	T.T.	67
Japan	T.T.	50½
Batavia	T.T.	240

Banks Buying Rates

London	4 m-s. Cdts.	4/5
London	4 m-s. Docy.	4/5⅛
London	6 m-s. Cdts.	4/5⅛
London	6 m-s. Docy.	4/5⅛
Paris	4 m-s.	608
New York	4 m-s.	105⅛

Customs House Exchange Rates For September

Hk. Tls.	3.95 @ 4/6⅛		£1
„	1 @ 626½ =	Francs	6.98
„	1 No quotation	Marks	†5.69
„	0.83 @ 108½	Gold	$1
„	1 @ 47½	Yen	2.36
„	1 @ 15	Rupees	3.81
„	1 @ 600	Roubles	6.68
„	1 @ 1.50	Mex.	$1.50

† Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, September 29, 1917.

Official

Langkats Tls. 11.00
Repah Tls. 0.95
Anglo Javas T's 9.50
Ziangbees Tls. 5.00

Piece Goods and Yarn

Messrs. Ilbert & Co., write as follows in their weekly market report:—

There is little object in issuing a Report this week except to report a few transactions in Cotton and Yarn and to keep our records up to date business in piece goods being practically non-existent. The public auctions have not been held this week owing to the impending native mid-Autumn Settling day on the 30th instant, which, in its turn, has caused sharp monetary stringency amongst the native banks with a consequent substantial rise in rates of interest.

A recrudescence of heavy rains in the North has brought about floods in the Tientsin districts of an even more disastrous nature than those that occurred there quite recently. The banks of the Grand Canal are reported to have given way in several places and the foreign settlements in Tientsin have been partly flooded, while the cutting of the railway embankment to allow the waters to run off will inevitably result in wide-spread damage to the country between the railway and the sea. Serious losses will have to be faced by the whole trading community of the North, and the proverbial capacity of this country for recovering readily from disaster will be put to a severe test.

Silver on the London market was quoted for four days during the week at 55d., a rate unprecedented since March, 1878. The official T.T. rate on London remaining steady at 4/10½, about sixpence below the parity. On the 27th instant silver came in at 54d. but owing to local conditions our T.T. rate became panicy and declined from 4/8½ to 4/3. Today silver comes in at 51½d, with the official opening T.T. rate on London at 4/5 nominal.

Local Yarn.—During the past week there have been indications of a better feeling in the market, and with advancing cotton, dealers have been more inclined to operate. Business is reported in the following chops:—

10's 400 Bales Soochow Mill at Tls. 102.00 to Tls. 103.00.

12's 300 Bales Soochow Mill at Tls. 109.00, 150 Bales Teenkwan at Tls. 110.00 to Tls. 112.00, 400 Bales Anchor at Tls. 108.50, 800 Bales Man and Fish at Tls. 106.00, 200 Bales Phœnix at Tls. 106.00 200 Bales Man and Goats at Tls. 107.00.

14's 300 Bales Phœnix at Tls. 109.00.

16's 300 Bales Red Round Dragon at Tls. 113.00, 300 Bales Flying Horse at Tls. 116.50, 500 Bales Man and Clock at Tls. 116.00 to Tls. 117.50, 600 Bales Round Stock at Tls. 115.00 to Tls. 116.00, 100 Bales Anchor at Tls. 115.00.

20's 100 Bales Round Stock at Tls. 127.00.

Indian Yarn.—Market rather firmer but business has been on a small scale, as follows:—

No. 12's 100 Bales China at Tls. 108.50, 200 Bales Currimbhoy at Tls. 105.00/106.00, 200 Bales Kohinoor at Tls. 108.00/110.00, 250 Bales Moon at Tls. 103.50, 100 Bales Pabaney at Tls. 106.00 and 250 Bales Tricumdass at Tls. 103.50.

Japanese Yarn.—These spinnings are also firm but quiet, with business reported in:—

No. 16s. 200 Bales Standing Horse at Tls. 130.00.

No. 20s. 400 Bales Man and Fish at Tls. 128.00/134.00.

Cotton.—With the strengthening tendency of the American and Liverpool Cotton markets together with a fair demand by the Local Mill for our new season's cotton, our local market has been firm with slightly advancing rates. A fair amount of buying has been done, prices paid being reported as follows:—Tungchow at Tls. 26.00 to Tls. 28.20, Tai Chong Cotton at Tls. 25.60 to Tls. 26.00, Steam Ginned at Tls. 23.80 to Tls. 25.50 and Ordinary Shanghai at Tls. 23.80 to Tls. 25.50. Market closing firm.

The quality of the new crop is quite satisfactory, but the natives have been adding a greater quantity of moisture necessitating several rejections by those Mills who are the supporters of the Cotton Anti-Adulteration Association.

Both American and Indian Cotton have advanced during the week and quotations on Liverpool market are cabled by Reuter as follows:—Middling American at 18.62d., Egyptian at 27.75d. and F. M. G. Bengal 16.05d. per lb.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last was dated 21st inst.

Market.—We have not heard of any business during the week.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The sudden pronounced drop in exchange from 4s. 10⅛d. to 4s. 5d. (September 28) which occurred during the last two days has had an invigorating effect on the local share-market, and business which before had been almost negligible, has shown a decided improvement. Prices in certain cases have improved, and there seems every indication of a general rise in quotations if exchange pursues its present downward course.

BAR SILVER

Reuter's Service

London, September 27.—Today's rubber prices were:—

Bar Silver Spot: 51½d. Increased offerings and China Weakness.

Previous Quotation, London, Sept. 26:—

Bar Silver Spot: 54d. Increased offerings; Dull.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address: ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First - Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling

Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office, 10 Canton Road, Shanghai.

"BICKERTON'S"

PRIVATE HOTEL

Established 22 years.

43 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
C. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER, Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme

Paid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.

London office: 2 Bishopsgate. Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG

Court of Directors:
Hon. Mr. S. H. Dodwell, Chairman.
Hon. Mr. P. H. Holyoak, Deputy Chairman.
Hon. Mr. C. E. Anton.
F. C. Butcher, Esq.
A. H. Compton, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI, G. CARRERE, Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (June, 30, 1917)	$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN, General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE: PEKING.

Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiquen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG, Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION, Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	„ 36,000,000
Reserve Fund	„ 22,100,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Seattle
Changchun	Lyons	Singapore
Dalny	Mukden	Sydney
Hankow	Nagasaki	Sinanfu
Harbin	Newchwang	Tiehling
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kobe	Peking	Tsingtau

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	U.S. $1,348,000.00
	U.S. $7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business

H. C. GULLAND, Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)

Reserve Fund—
Guilders 11,595,461 (about £966,288)

Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches.

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG, Manager.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital...Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL, Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund...	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG, Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England
London Joint Stock Bank, Ltd

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Taels Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG, Manager.
7 Nanking Road. 3752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.
SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA, Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
No. 1 Kiukiang Road

Capital	Yen 30,000,000
Capital (Paid-up)	Yen 18,750,000
Reserve	Yen 1,470,000
Deposits	Yen 120,000,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General. Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA, Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4863 (Compradore Office).

中 孚 銀 行
Chung Foo Union Bank

Statutes approved by the Government in 1916

Head Office: Tientsin

Capital	$2,000,000.00
Paid-up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAH, Sub-manager.

Business and Official Notices

Shanghai Foreign Exchange Bankers Association

The Exchange Banks who are members of the above Association will be closed to business Monday, the 1st October, on account of the Chinese Mid-Autumn Festival.

15247

NOTICE

Notice is hereby given that the business heretofore conducted at Shanghai, China, under the name and style of Markt & Co. (Shanghai), Ltd., has been acquired by, and will in future be carried on by Dodge & Seymour (China), Ltd.

Markt & Co. (Shanghai), Ltd.

Shanghai, 28th September, 1917.

15265

NOTICE

Notice is hereby given that we have acquired all the assets and assumed all the liabilities of Markt & Co. (Shanghai), Ltd., and that the business of said Company will be continued by us from this date under the name of Dodge & Seymour (China), Ltd.

Notice is also given that Mr. Warren B. Haughwout has been appointed our General Manager at Shanghai.

Dodge & Seymour (China), Ltd.

Shanghai, 28th September, 1917.

15265

NOTICE OF REMOVAL.

THE Offices of the undersigned are from the first of October located on the second floor of No. 38 Kiangse Road, corner of Nanking Road.

KEEBLE, RUMFORD & CO.

28th September, 1917. 15260

MUNICIPAL NOTIFICATION

No. 2466.

REGISTRATION OF GERMAN AND AUSTRO-HUNGARIAN SUBJECTS.

NOTICE is hereby given that no German or Austro-Hungarian Subject will be permitted to reside within or to enter the Foreign Settlement or to pass upon any Municipal road after Saturday, October 6, unless provided with the requisite Permit which may be obtained upon application at the Town Hall.

To facilitate the issue of these Permits, the conditions of which must be strictly observed, all German and Austro-Hungarian Subjects resident within the Settlement or upon any Municipal road, are required to attend and register their names and addresses and produce their photographs (3 copies Passport size) at the Town Hall on any day excepting Sundays, after Thursday, September 20, and on or before Monday, October 1, between 9 a.m. and 12 noon and 2 p.m. and 5 p.m.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, September 18, 1917.

15159

Consolidated Rubber Estates (1914), Limited

(Incorporated under the Hongkong Ordinances)

Notice is hereby given that the Directors have this day declared an Interim Dividend in respect to the current year's working of Shanghai Tael cents twelve ($0.12) per share, payable on Oct. 11th, 1917.

The transfer books of the Company will be closed from Oct. 5th to Oct. 11th, both days inclusive.

By Order,
CHINA REALTY CO., LTD.,
Secretaries & General Managers.

Shanghai, Sept. 26th, 1917.

15248

THE CHINA LAND AND FINANCE CO., LTD

10 Canton Road

TO LET

New houses in Studley Avenue, Baikal Road. Hot and cold water, kitchen range, enamelled baths.

Phone to us, Central 2601, or write to 10 Canton Rd.

15264

Shanghai Rowing Club

AUTUMN REGATTA.

NOTICE is hereby given that the Autumn Regatta will be held at HENLI on October 27 and 28, when the following events will take place:—

International Eights
International Fours
International Pairs
Junior Senior Fours
Junior Sculls
Griffins Fours
Motorboat Races
Sailing Races

By Order of the Committee,
C. V. JENSEN,
Hon. Secretary and Treasurer.

15286

The Shanghai Co-operative Society, Limited.

The Society is formed for the purpose of enabling members to share in the benefits of co-operation, by being able to purchase household provisions, etc, at the lowest prices consistent with the carrying on of a reliable and enduring business. Quality in the goods and promptness in despatch are points receiving special attention.

Office and Store, 1296 Broadway.
Tel. N. 3073.

The Honorary Officers now directing the business are:—

President, Capt. A. L. D'Oliveyra.
Secretary, H. W. Strike.
Vice-President, I. Mason.
Treasurer, M. J. Timmins.

COMMITTEE.

Mrs. G. W. Shipway.
J. Noble. J. R. Broadley.
J. A. Heal. S. E. Hening.

Particulars as to membership can be obtained from any member of the Committee, or at the office of the Society.

15279

KIANGWAN RACES

29th September & 1st October, 1917

1st Saddling Bell at 1.30 p.m. sharp.

SPECIAL TRAINS: at 1.05 p.m., 1.25 p.m., and 2.00 p.m.

ENTRANCE TICKETS: $1.00 each day.

RACE TIFFINS: Tiffins will be served by Messrs. Shepherd and Yih Tse-shan, at the Race Course.

By order,
Y. J. CHANG,
Secretary.

International Recreation Club.

15252

SHANGHAI-NANKING AND SHANGHAI-HANGCHOW-NINGPO RAILWAY.

IMPORTANT NOTICE

Suspension Of Through Booking To Places Beyond Techow

Owing to the extension of the floods in Chihli the booking of passengers to places on the Northern Railways beyond Techow has been temporarily suspended.

By Order,
The Traffic Manager.

15222

The Anglo-Dutch (Java) Plantations, Limited

Interim Dividend for Account the Year Ending Dec. 31, 1917.

NOTICE IS HEREBY GIVEN THAT at a Meeting of The Board of Directors held on Thursday, 20th September, 1917, it was decided to pay an Interim Dividend of 25 Candareens per share on the issued Capital of the Company, on Wednesday, 3rd October, 1917, to shareholders on record on that date.

NOTICE IS HEREBY GIVEN THAT the Transfer Books of the Company will be closed from Wednesday, 26th September, to Wednesday, 3rd October, 1917, both days inclusive.

By Order of the Board of Directors.
R. N. TRUMAN & CO.,
Secretaries and Managers.

Dated, 21st September, 1917.
13 Nanking Road, Shanghai.

15195

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road

Consultations, 9-12 and 2-6

Telephone 1916.

15018

Shipping Items

The I.-C. s.s. Kutwo left Hankow for Shanghai on Thursday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.Y.K. s.s. Fengyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Shengking left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The N.K.K. s.s. Tachi Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.Y.K. s.s. Yohyang Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Fengtien will leave Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The I.-C. s.s. Kiangwo will leave Hankow for Shanghai today.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The H.O. s.s. Changon will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hsinfung left Tientsin for Shanghai on Friday.

The I.-C. s.s. Wosung will leave Hongkong for Shanghai via Swatow today.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, October 2.

The Haw Yeng Chinese Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our prices for which are fixed at the very moderate rates of 40, 50 and 60 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.
No. 127 Peking Road
Between Honan and Shantung Roads

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work. All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13708

WANTED

Ring Doubling Frame

FOR COTTON SPINNING

Ready for immediate delivery, no objection to second-hand.

Please state particulars to the Manager of

The Shanghai Silk Spinning Co., Ltd.

11 Szechuen Road, Shanghai. 15277

FOR

Up-to-date **Artistic**

PRINTING

Ask

SHANGHAI PRESS, LIMITED

Office & Works: 33A HASKELL ROAD

Phone: NORTH 2632

Passengers Arrived

Per N.Y.K. s.s. Omi Maru from Japan:—Miss E. Pock, Mr. and Mrs. M. Eckford, Mrs. E. H. Bengeman, Miss Zos Bengeman, Master M. Bengeman, Master F. Bengeman, Messrs. J. J. de Silva, J. M. P. dos Remedios, D. H. Read, J. M. de Figueiredo, V. R. Eckford, and L. P. de Costa, Miss C. Icheremissinoff, Mr. and Mrs. W. J. Dearn and 2 children, Mrs. J. Show, Mr. S. Show and child, Mrs. G. A. Marshgreen, Mrs. A. Bengeman, Capt. W. Ehrhardt, Rev. F. Dencange, Messrs. J. Rush, C. W. Higgs, F. George, A. G. Emery, F. C. Bridger, J. Marson, C. Stepburn, and G. F. Harshow.

Per s.s.——from Hongkong:—Mr. F. R. J. Adams, Mrs. Choy, Mr. D. E. Ebrahim, Mr. Ho War Tong, Mr. F. B. Keyston, Mr., Mrs. and Miss Lau, Mr. W. S. Nicholls, Mrs. L. Stevens, Mr. W. T. Williamson, Mr. W. H. Webber, Mrs. and Master R. Younger, Mr. and Mrs. Bryer and child, Mr. O. Carvalho, Miss Irene Garth, Miss H. Haymes, Mr. M. Khushaldas, Mr. Wm. Moore, Mr. and Mrs. J. C. McDonald, Mr. N. E. Pope, Mrs. and Miss M. Barry, Miss M. T. Yacht, Messrs. J. Elias, and A. Guswich.

Per I.-C. s.s. Suiwo from Kiukiang:—Mrs. W. A. Starberg, child and infant, Miss Lee, and Mrs. Lewis, From Nanking:—Mrs. Gray, Mrs. Donnelly, and Mr. H. Wang.

Per C.N. s.s, Tungchow from Tientsin:—Dr. Anderson, Miss E. Anderson and child, Miss D. Brodie, Mrs. G. E. Baker, Mrs. D. D. Gardon, Mr. and Mrs. Campbell, Mr. Abbey, Mr. and Mrs. Cockrane, Mrs. and Master Tusdale and infant, Mrs. Kim and 3 children, Mrs. Eanall & 2 children, Miss Brown, Mrs. Watts, Mr. Kim, Dr. and Mrs. Marshall, Misses Bellinghurst and Sharhott.

Per I.-C. s.s. Koonshing from Tientsin:—Messrs. F. Johnstone, F. J. Horbing, F. S. Fearon, and F. C. Campbell, Mrs. Coltmon, Mrs. Chandler, Mrs. H. G. Mackenzie and infant. From Chefoo:—Mr. and Mrs. W. Moore and 2 children, Messrs. P. H. Covil, and Bartlett. From Weihaiwei:—Deputy Surgeon General and Mrs. G. A. Dreaper, R. N., Misses V. Wakeford, Marquis, and Munsie, Mrs. F. H. Wright, 2 children and infant, Mrs. A. K. Craddock, Miss K. E. Craddock, and Mr. R. W. Wedderbrim.

Passengers Departed

Per s.s. ——— for Vancouver, etc:—Mr. F. W. Ashurst, Mr. Geo. H. Bosch, Mr. Newick, Miss E. B. Chishol, Mrs. B. F. Cannon, Mr. Philip Devlin, Mr. R. S. Dougel, Mr. and Mr. L. Everitt and infant, Mater Everitt, Mr. C. H. Gillett, Mr. E. M. Gisuld, Miss H. R. Galloway, Mrs. Honry Haigh, Master Robt. L. Hawthorne, Miss Rachel Z. Hawthorne, Mr. W. R. Johnson, Dr. Mary F. James, Dr. Yamerkin, Mr. C. D. Komaroff, Mrs. T. H. Lancaster, Mr. Henry Mazot, Mrs. A. Moutrie, Miss Effie L. Moore, Mr. & Mrs. C. F. Stodder, Jno S. Stevenson, Mr. and Mrs. E. R. Smith, Mr. J. D. Taylor, Mr. and Mrs. H. T. Vang, Mr. R. Vander Woude, Mr. P. F. Wisner, Mr. C. F. Yau, Mr. J. G. Smeaton, Mr. F. B. Gibbings, Mrs. Fred Rzra, Mrs. D. S. Thomson, Mr. A. V. White, Mr. S. H. Peak, Mr. M. Andersen, Mr A. G. Mojo, Chas Cressaty, Mr. H. L. Lawson, Mrs. J. Inch, Miss Mabel Inch, Edna Inch, Mr. Cole, Mr. W. A. Jones, Mr. B. Dawson, Mr. D. S. Thomson, Capt. J. Inch, Master Jno Inch, Master Geo Inch, Mr. R. Poskitt, Mr. R. C. Allen, Dr. A. G. Nickles, Mrs. M. N. Zanki and infant, Mr. M. R. Gordon, Mr. A. Jessisan, Mr. H. Z. Martin, Mr. and Mrs. W. Baldwin, Mrs. David Macaffie, Mrs. H. L. Fletches, Mr. and Mrs. J. F. Lowe, Mr. V. Cillet, Mr. R. C. Young, Mr. A. Glenby, Mr. D. Edwardes, Mr. C. Morri, Mr. H. A. Allen, Mr. A. S. Allen, Mr. and Mrs. A. E. Lanning, Mr. M. Sodsil, Mr. F. J. Hinton, and Mrs. J. H. Hinton.

AMUSEMENTS

TONIGHT TONIGHT

NEW PROGRAMME OF

Paramount Pictures

SHOWING

At the **OLYMPIC THEATRE**

"THE TRAIL OF THE LONESOME PINE"
IN FIVE ACTS

FEATURING

CHARLOTTE WALKER

AND

CHARLIE CHAPLIN

IN

"THE VAGABOND"

IN TWO PARTS

At the **VICTORIA THEATRE**

DUSTIN FARNUM

IN

"THE CALL OF THE CUMBERLANDS"

IN FIVE PARTS

CLARKE'S CIRQUE

TONIGHT ! at 9.15 TONIGHT !

AT CHANG-SU-HO'S GARDENS

A Great Combination

CIRCUS,

VARIETIES,

And CHARLIE CHAPLIN.

(Three Chaplin Comedies in addition to circus programme at each performance.)

From Today onward, twice daily, at 5.30 and 9.15

Prices from **20 cts.** to **$2.00**

Booking at Robinson's

ISIS THEATRE

Corner of Jukong and North Szechuen Roads.

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TONIGHT at 7.15 and 9.15 p.m. TONIGHT

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THE SERIAL MASTERPIECE

"The Crimson Stain Mystery"

Showing the Episodes 5th and 6th in 4 parts, entitled:

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IT'S WHAT THE PUBLIC WANT!

A New Distinct Departure from Ordinary Everyday Drama

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ON MONDAY, 1st. OCT.,

THE FAMOUS OPERA IN MOVING PICTURE

"THE CHOCOLATE SOLDIER"

A MERRY MILITARY ROMANCE IN 5 ACTS.

WITH THRILLING BATTLE SCENES,

SHOWING THE WAR BETWEEN BULGARIA & SERVIA

"THE CHOCOLATE SOLDIER" the Five Parts Photoplay tells a story of great charm, interpersed with plenty of laughs and incidents of the ultradramatic type. The film is adapted from "ARMS AND THE MAN" the famous play by Bernard Shaw which was played by the late Richard Mansfield with great success for several years.

Lyceum Theatre

Saturday, 6th October, 1917

Piano Recital

by

Prof. Harry Ore

(Graduate of Petrograd Conservatoire)

USUAL PRICES

Booking at

S. Moutrie & Co., Ltd.

N.B. Prof. Harry Ore is prepared to receive pupils for the coming season. For terms apply to S. Moutrie & Co., Ltd.

15270

St. George's Gardens

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Open-Air Cinema

The Final Two Episodes of

"LIBERTY"

Will be screened

TONIGHT

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)

PROGRAMME
for September 30th

"CAUGHT BY CURIOSITY"
Comedy.

"The Two Little Vagabonds"

The film version of the immortal melodrama by the famous French author, Pierre Decourcelle. In two Episodes of four parts each. TONIGHT showing the first Episode, entitled: "ANOTHER'S FAULT."

"OYSTERS AND PEARLS"
Comedy.

CHANGE OF PROGRAMME
Every Monday and Friday.

Matinee Today at 2.30 p.m.

Admission Prices: 30 cts., 20 cts. and 10 cts.

Commencing Monday, October 1st, "LIBERTY"

Thrilling and Sensational Serial. Showing 15th and 18th Episodes, entitled:

"THE FLAG OF TRUCE"
and
"THE WOLF'S NEMESIS"
Four Reels.

Launch Services

TOMORROW

The launch conveying passengers to the O.S.K. s.s. Hawaii Maru will leave the Customs jetty at 10 a.m.

Siccawei Weather Report

28.—Overcast weather; the barometers have fallen in our regions; some rain is reported in the Yangtsze Valley. The typhoon of the Pacific progresses N.E. and reached the E of the Central Loochoos.

29.—Cloudy but rather fine weather in the early morning. Barometer falling, wind veering from N.N.W. to N.

Saturday, September 29, 1917.

WEATHER	4 a.m.	9 a.m.
Bar. at Centg mm...	759.70	760.24
Bar. at Cent., inches.	29.91	29.93
Variation mm for 24h	−2.24	−2.52
Variation mm for 12h	†0.08	−0.82
Wind—Direction	NNW	N
Wind—Kilom per hour	15	19
Wind—Miles	9.3	11.8
Temperature—Cen ...	18°4	22°2
Temperature—Fah ...	65.1	72.0
Humidity: co	91	79
Nebulosity 5-10	4	8
Rainfall mm.....	—	—
Rainfall inches	—	—

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Sept	Time	Destination	Ship's Name	Flag	Agents
Oct	1 11.00	*Tacoma and Seattle	Hawaii maru	Jap.	O.S.K.
"	6 "	San Francisco	Korea maru	Jap.	Alexander
"	13 "	San Francisco	Colombia	Am.	P.M.S.S.Co
"	13 7.00	*Victoria B.C. & Seattle	Inaba maru	Jap.	N.Y.K
"	18 "	San Francisco	Siberia maru	Jap.	Alexander
"	20 8.00	*Victoria B.C. and Seattle	Yokohama maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Sept					
			Hirano maru	Jap.	N.Y.K.
Oct	1 8.30	*Kobe	Omi maru	Jap.	N.Y.K.
"	2 11.30	*Nagasaki, Moji & Kobe	Kumano maru	Jap	N.Y.K.
"	4 12.00	Moji, Kobe & Osaka	Chikuzen maru	Jap.	N.Y.K.
"	6 "	Nagasaki, Moji and Kobe	Korea maru	Jap.	Alexander
"	8 "	Nagasaki, Kobe & Yokohama	Chikugo maru	Jap.	N.Y.K.
"	9 "	Nagasaki, Moji & Kobe	Kasuga maru	Jap.	N.Y.K.
"	11 "	Moji, Kobe & Osaka	Penza	Rus.	R.V.F.
"	14 3.00	Nagasaki	Yawata maru	Jap.	N.Y.K.
"	13 "	Nagasaki, Moji and Kobe	Inaba maru	Jap.	N.Y.K.
"	18 7.00	*Kobe	Siberia maru	Jap.	Alexander
"	18 "	Nagasaki, Kobe & Yokohama			

FOR EUROPE, INDIA, STRAITS, ETC.

Oct	13 7.00	*Liverpool via ports	Kitano maru	Jap.	N.Y.K
"	14 "	London etc.	Shidzuoka maru	Jap.	N.Y.K.
"	28 "	Liverpool etc.	Hirano maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Sept	30 A.M.	Foochow	Haesi	Chi.	C.M.S.N.Co
"	30 10.00	*Swatow & Hongkong	Yingchow	Br.	B.&S.
Oct	1 4.00	Ningpo	Hsin Pekin	Br	B.&S
"	1 4.00	Ningpo	Hsin Ningshan	Chi	N.S.S.Co
"	2 4.00	Ningpo	Kiangtsieri	Chi	C.M.S.N.Co
"	2 P.M.	Wenchow via Ningpo	Poochi	Chi.	C.M.S.N.Co.
"	3	Takao via F'chow & K'lung	Kohoku maru	Jap.	O.S.K.
"	5 D.L.	Hongkong & Canton	Chenan	Br	B.&S
"	5 noon	Swatow, Hongkong & Canton	Wingsang	Br	J.M.&Co.
"	5 A.M.	Hongkong & Canton	Kwanglee	Chi.	C.M.S.N.Co
"	6 D.L.	Amoy, H'kong & Canton	Sinkiang	Br	B.&S.
"	11 7.30	*Hongkong	Yokohama maru	Jap.	N.Y.K.
"	20 "	Manila & Hongkong	Venezuela	Am.	P.M.S.S.Co.

FOR NORTHERN PORTS

Sept	30 noon	Tsingtao	Sanyo maru	Jap	S.M.B.
Oct	2 noon	Hutchow & Ichang	Kweilin	Br.	B.&S.
"	4 noon	Dairy	Sakaki maru	Jap	S.M.B.
"	5 10.00	*Weihaiwei, Chefoo & T'tsin	Tungchow	Br.	B.&S
"	8 noon	Weihaiwei, Chefoo & T'tsin	Koonshing	Br.	J.M.&Co.
"	9 noon	Antung & Newchwang	Wenchow	Br.	B.&S.
"	8 noon	Tientsin	Paoting	Br.	B.&S.
"	4	Tientsin, Dairy & Tsingtao	Keelung maru	Jap	O.S.K.
"	6 10.00	*Weihaiwei, Chefoo & T'tsin	Shengking	Br	B.&S.
"	9 1.00	Tsingtao and Dairy	Kobe maru	Jap	S.M.B.
"	8 10.00	*Weihaiwei, Chefoo & T'tsin	Fengtien	Br	B.&S
"	12 8.00	Vladivostock	Penza	Rus.	R.V.F

FOR RIVER PORTS

Sept	30 M.N.	Ichang etc.	Kiangkwan	Chi.	C.M.S.N.Co.
Oct	1 M.N.	do	Talee maru	Jap.	N.K.K.
"	1 M.N.	do	Suiwo	Br.	J.M.&Co.
"	1 M.N.	do	Kiangyu	Chi.	C.M.S.N.Co.
"	2 M.N.	do	Kutwo	Br.	M.&Co.
"	2 M.N.	do	Fengyang maru	Jap.	N.K.K.
"	3 M.N.	do	Luenyi	Br.	B.&S.
"	3 M.N.	do	Ngankin	Br.	B.&S.
"	4 M.N.	do	Kiangyung	Chi	C.M.S.N.Co
"	4 M.N.	do	Kianghsin	Chi.	C.M.S.N.Co
"	5 M.N.	do	Tatung	Br	B.&S
"	6 M.N.	do	Wuchang	Br.	B.&b.

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Sept	From	Ship's Name	Tons	Flag	Agents	Berth
	29 Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.	KLYW
	29 Chefoo	Koonshing	3238	Br.	J.M.&Co.	SHW
	29 Japan	Omi maru	8222	Jap.	N.Y.K.	NYKW
	29 Chefoo	Tungchow	1263	Br.	B.&S.	CNW
	29 Tsingtao	Sanyo maru	1426	Jap.	S.M.B.	SMRW
	29 Hankow	Kiangyu	1490	Chi.	C.M.S.N.Co.	KLYW
	29 Hankow	Suiwo	1951	Br.	J.M.&Co.	SHW
	29 Hankow	Talee maru	1126	Jap.	N.K.K.	LPDW
	29 Chefoo	Taishun	1512	Chi.	C.M.S.N.Co.	KLYW
	29	Yei maru	1596	Jap.		

Departures

Sept	For	Ship's Name	Tons	Flag	Agents
	29 Weihaiwei, Chefoo & T'tsin	Shuntien	1089	Br.	B.&S.
	29 Chefoo & Tientsin	Tungwah	746	Chi.	C.M.S.N.Co.
	29 Dairy & Newchwang	Hoihow	806	Br.	B.&S.
	29 Japan	Yamashiro maru	2326	Jap.	N.Y.K.
	29 Hankow etc.	Poyang	1892	Br.	B.&S.
	29 "	Suiyang maru	1397	Jap	N.K.K.
	29 "	Ningchao	282	Chi.	N.S.Co.
	29 Japan	Fushimi maru	6873	Jap.	N.Y.K.
	29	Hangchow	1451	Br.	B.&S.
	29	Takeosan maru	1493	Jap.	M.B.K.
	29 Ningpo	Kiangteen	912	Chi.	C.M.S.N.Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangkwan, Captain C. B. Conley, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Suiwo, tons 2,671 Captain Sellar, will leave on Monday, October 1, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW & PORTS.—The Co.'s Str. Talee Maru, Capt. S. Honjoh, will be despatched from pootung N.K.K. wharf on Monday, October 1, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangyu, Captain Wm. S. Ross, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Fengyang Maru Capt. S. Takano, will be despatched from N.K.K. wharf on Tuesday, October 2, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,664 Captain Gibb, will leave on Tuesday, October 2, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Luenyi Captain Frazier, will leave from the French Bund on Tuesday, October 2, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Ngankin Captain Newcomb, will leave on Wednesday, October 3, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung Capt. Williams, will leave from the French Bund on Friday, Oct. 5, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield and Swire Agents Frenceh Bund. Freight Tel No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang Capt. Pickard, will leave on Saturday, Oct. 6, at about 12 o'clock midnight. For Freight apply to Butterfield and Siwer, Agents. Tel. No. 77.

For Southern Ports

FOOCHOW.—The Str. Haean, Capt. F. H. Wallace, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW and HONGKONG.—The China Navigations Co.'s Str. Yingchow, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, Sept. 30, at 10 a.m. For Freight or Passage apply to Butterfield and Swire. Agents Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, October 1, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WENCHOW via NINGPO.—The Str. Poochi, Capt. J. Mackel, will leave on Tuesday, night. For Freight or Passage apply to C.M.S.N. Co.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Captain M. Oyama, will be despatched from the Co.'s Yangtszepoo wharf on October 2, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

HONGKONG and CANTON.—The Str. Kwanglee, Capt. A. S. Sangster, will leave on Wednesday, morning. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG and CANTON.—China Navigation Co.'s Str. Chenan, Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Wednesday, Oct. 3, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Feight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Sinkiang Captain Benson, will leave from the French Bund direct for the above ports on Thursday, October 4, at daylight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on November 9, at ——— The steam-launch conveying passengers on board will leave the customs jetty at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow, Capt. M-Intosh, will leave from the French Bund on Wednesday, Oct. 3, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG and NEWCHWANG.—The China Navigation Co.'s Str. Wenchow Captain A. McDowell, will leave on Wednesday, October 3, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

TIENTSIN.—The China Navigation Co.'s Str. Paoting, Capt. P. R. Purslow will leave on Wednesday, October 3, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking Capt. Barkus, will leave from the French Bund on Thursday, Oct. 4, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Keelung M. Capt. T. Kamiashi, will be despatched from the Co.'s Pootung wharf on Oct. 4, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Capt. Harris, will leave from the French Bund on Saturday, Oct. 6, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMMIDZU & YOKOHAMA.—The Str. Hawaii Maru, Capt. J. Kanao, will be despatched from on Monday, October 1, at ——— Through Bills of Lading are granted for American Ports and overland points connecting with the chicago, Milwaukee & St. Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the customs Jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047

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Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund.
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S.S. "Venezuela"	Nov. 10, 1917
S.S. "Ecuador"	Dec. 7, 1917
S.S. "Colombia"	Jan. 3 1918

SAILINGS FOR MANILA AND HONGKONG

S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917
S.S. "Colombia"	Dec. 15, 1917
S.S. "Venezuela"	Jan. 12, 1918

(Subject to change)

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		arr.	leave.
"HAWAII MARU"	(18,000 tons) Capt. J. Kanao,	Sept. 30,	Oct. 1

(For Hongkong)

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For Tsingtau, Tientsin and Dairen

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For Foochow, Keelung and Takao

		arr.	leave.
"KOHOKU MARU"	(1,569 tons) Capt. M. Oyama,	Sept. 30,	Oct. 2

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

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For through bills of lading, quotation of freight rates, etc apply to
L. E. N. RYAN, Agent,
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NOV. 19. JAN. 31

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*(For Liverpool.)

	Tons		
*KITANO MARU	16,000	——	Oct. 13
SHIDZUOKA MARU	12,500	——	Oct. 14
*HIRANO MARU	16,000	——	Oct. 28

FOR HONGKONG.

YOKOHAMA MARU	12,500	——	Oct. 12

AMERICAN LINE.

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INABA MARU	12,500	Capt. K Higo,	Oct. 13
SADO MARU	12,500	Capt. M. Shinohe,	Nov. 17

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

OMI MARU	7,000	Capt. M. Machida,	Oct 2
CHIKUZEN MARU	5,500	Capt. K. Nakajima,	Oct 6
CHIKUGO MARU	5,500	Capt. Y. Yui,	Oct. 9
YAWATA MARU	7,000	Capt. K. Yasuhara,	Oct. 13
HAKUAI MARU	5,000	Capt. K. Takano,	Oct. 16

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	Oct. 4
KASUGA MARU	7,000	Capt. K. Yagiu,	Oct. 11

KOBE TO SEATTLE

TAMBA MARU	12,500	Capt. K. Akamatsu,	Oct. 5
FUSHIMI MARU	21,000	Capt. T. Irisawa,	Oct. 13

FOR JAPAN

HIRANO MARU	16,000	——	Oct. 1
INABA MARU	12,500	Capt. K. Higo,	Oct. 13

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NIKKO MARU	10,000	Oct. 16, 1917
AKI MARU	12,500	Nov. 13, 1917
TANGO MARU	14,000	Dec. 18

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TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000 — Midnight, 1330 — 130 p.m.

July 1st, 1917, and until further notice

Mail 101 B. s. B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line		Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2088	835	300	0	dep. Peking	arr.	2280	1950	1020
2346	1112	535	. .	arr. Tientsin-Central	dep.	1938	1700	730
2350	1117	540	84	dep Tientsin-Central	arr.	1930	1653	710
000	1135	650	. .	arr. Tientsin-East	dep.	1900	1645	700
1910	530	2340	524	arr. Mukden	dep.	230	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
716	1150	—	0	dep.	Tientsin-East	arr.	1705	1612
725	1140	—	2.71	arr.	Tientsin Central	dep.	1635	1602
745	1200	—		dep.	Tientsin-Central	arr.	1631	1547
1138	1500	—	78	dep.	Tsangchow	dep.	1332	1221
1457	1748	—	148	dep.	Techow	dep.	1048	928
1801	2021	—	—	arr.	Tsinanfu	dep.	806	640
7.	:	—	220		:		:	8.
800	2031	—	—	dep.	Tsinanfu	arr.	756	1813
1038	2231	—	266	dep.	Taianfu	dep.	601	1542
1300	038	—		arr.	Yenchowfu	dep.	349	1311
1318	048	—	318	dep.	Yenchowfu	arr.	339	1256
1546	314	—	377	dep.	Lincheng	dep.	120	1032
1816	450	—	—	arr.	Hsuchowfu	dep.	2336	810
9.	:	—	420		:		:	10.
630	437	—	—	dep.	Hsuchowfu	arr.	2329	2007
1156	832	—	523	arr.	Pengpu	dep.	1953	1442
1206	840	—		dep.	Pengpu	arr.	1946	1432
1657	1159	—	600	dep.	Chuchow	dep.	1648	928
1848	1300	—	631	arr.	Pukow	dep.	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line			Express 1. B.	Express 15. B. S.
.	1430	. .	0	dep.	Nanking-Ferry	arr.	1410	.
2300	1429	. .	. .	dep.	Nanking	arr.	1415	650
700	2130	. .	193	arr.	Shanghai-North	dep.	756	2300

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line					
930	1350	2150	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1455	2252	a. Tsiningchow d.	532	1135	1855	638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Thomson Wins N.R.A. Medal

The N.R.A. Medal shoot of the Shanghai Rifle Association was won yesterday, with 89 points, by C. E. M. Thomson of the Scottish Co. Next came Terrill and Collaco, of the First Reserve Co., with 88 each.

Thirty-nine entered for this competition, but only 31 competed. The conditions were the same as for the Championship 1st stage (200, 500 and 600 yards, 1 sighter, with 7 scoring shots at each distance). Only British .303 Rifles allowed. Previous winners of the medal not eligible to win a second time.

Collaco and Crighton were two previous winners who competed. The weather conditions were very unfavorable.

After the name of the winner was declared, Mr. W. J. E. Forsyth, being the oldest competitor, was asked to present the prizes to the winner of the Shanghai .303 Rifle Championship and also the N.R.A. Medal. Mr. Forsyth, before presenting the prizes, proposed a hearty vote of thanks to the "well-wisher" for kindly presenting the Gold Medal, and to Mr. Collaco, for his energetic work and congratulated him on his fine performance.

The following are the results:—

Names	200	500	600	Total
C. E. M. Thomson	30	30	29	= 89
W. J. Terrill	29	30	29	= 88
A. M. Collaco	29	32	27	= 88
O. L. Ilbert	31	30	26	= 87
W. T. Rose	28	32	26	= 86
R. K. Hykes	30	30	26	= 86
W. E. Sauer	32	28	26	= 86
W. G. Smith	24	29	30	= 83
W. O. Lancaster	29	24	30	= 83
J. M. Diniz	28	28	26	= 82
H. W. Lambert	28	25	28	= 81
G. H. A. Snow	28	29	24	= 81
H. W. Gates	29	28	24	= 81
K. McKelvie	27	28	25	= 80
F. E. Hodges	29	26	25	= 80
A. C. Crighton	27	27	25	= 79
B. S. Chapman	23	24	31	= 78
C. H. Rutherford	29	25	24	= 78
J. E. Cameron	27	27	23	= 77
E. Featherstonhaugh	26	28	22	= 76
F. Bonichi	29	25	20	= 74
C. McBain	25	25	23	= 73
C. Bedoni	24	26	22	= 72
S. Kuwayama	24	28	19	= 71
D. Inowka	22	25	21	= 68
C. Matsuno	27	20	21	= 68
T. Ohshima	25	20	19	= 64
F. H. Lowe	21	17	15	= 53
W. J. E. Forsyth.	23	14	9	= 46
M. Commencini	17	9	14	= 40

L. R. Wheen, retired.

K. Kodaira, A. E. Lockyer, S. Sorisawa, E. A. G. May, S. B. Stevenson, T. Spring, J. H. Tait and P. Takata, absent.

September Monthly Competition

"A" Class:

A. C. Davis	60(a)
W. J. Terrill	59
C. Thomson	59
A. M. Collaco	59
C. Rutherford	59
W. T. Rose	58
T. C. Britton	57
R. K. Hykes	56
O. L. Ilbert	56
B. S. Chapman	55
W. Lancaster	54
W. E. Sauer	54
K. McKelvie	53
G. H. A. Snow	53
A. Crighton	52

"B" Class:

J. M. Diniz	54(a)
F. E. Hodges	51
J. E. Cameron	50
E. Featherstonhaugh	50
F. Bonichi	45
F. W. Snape	42
C. Matsuno	41

"C" Class:

W. G. Smith	59(a)
R. P. Roberts	55
N. Mathieson	54
H. W. Lambert	53
F. Gates	52
C. Bedoni	48
D. Inowka	46
E. O. Wilson	45
W. J. E. Forsyth	23

"D" Class:

C. McBain	48(a)
S. Kuwayama	47
T. Ohshima	39
F. H. Lowe	32
M. Commencini	23
F. Diniz	13

(a) Winner of spoon and first leg on Cup.

Lawn Bowls

By 24 points to 16, Macdougall's rink won the special rink competition, at the Shanghai Lawn Bowls Club, yesterday, under similar conditions to that held last week and the previous week. Prizes, kindly given by Mr. A. D. Bell, were offered for the rink winning by the greatest margin of points. The entrance fee of $1.00 was in aid of a War Fund.

The scores were as follows:

Rink No. 1.

J. Scotson (skip)	A. W. McCallum (skip)
R. J. Bowerman	S. Hammond
A. G. Mossop	Rev. W. H. Rees
C. J. Head	G. Dunlop
21	20

Rink No. 2.

J. C. Macdougall (skip)	O. Crewe Read (skip)
H. H. Fowler	O. Blackburn
A. W. Dewhurst	W. A. Farley
L. Ashcroft	F. L. Marshall
24	16

Rink No. 3.

A. Taylor (skip)	J. C. Thomson (skip)
Capt. Jackson	W. J. Gande
T. E. Trueman	S. M. S. Gubbay
E. Payne	R. Simmons
19	14

Rink No. 4.

J. T. Disselduff (skip)	L. Evans (skip)
Dr. J. W. Ross	W. D. McCallum
J. B. Grant	G. Butland
W. Gater	J. D. Gaines
26	21

Rink No. 5.

C. M. Bain (skip)	J. J. Sheridan (skip)
D. MacGregor	G. L. Campbell
G. R. Wingrove	E. C. Emmett
D. Mennie	F. Large
18	21

Church Services

Holy Trinity Cathedral.—September 30—Seventeenth Sunday after Trinity. 8 a.m. Holy Communion. 11 a.m. Mattins and Litany. Lloyd in E flat. Hymns 6, 423, 164. Anthem "Let the bright seraphim," Handel. Preacher—Rev. C. J. F. Symons, M.A. 3 p.m. Children's Service. 6 p.m. Evensong, Lloyd in G. Hymns 238, 261, 362. Preacher—The Dean.

Sept. 30.—St. Andrew's Church, Broadway. 8 a.m. Holy Communion. 10.30 a.m. Mattins. Preacher—The Dean.

Union Church.—Sunday, Sept. 30. —11 a.m. Preacher Rev. C. E. Darwent M.A.; Subject "Hopefullness"; Chant 29; Anthem, "Rejoice in the Lord"; Hymns 533, 285, 360. 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject "The Lamp of the body"; Chant 79; Anthem Magnificat (Bunnett in F); Hymns 371, 296, 555.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. M. H. Throop, M.A.

Shanghai Free Christian Church —(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows:—Morning 11 a.m. by Rev. Milton T. Stauffer, M.A., B.D. Evening 6 p.m. by Mr. Gilbert McIntosh.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:— "Reality." Sunday school, 10 a.m. Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Rowing Notes

The Autumn Regatta of the Shanghai Rowing Club will take place this year on October 27 and 28, the venue being Henli, and will include the following events:—

International Eights
International Fours
International Pairs
Junior Senior Fours
Junior Sculls
Griffins Fours
Motorboat Races
Sailing Races

Already active training has started, and the boathouse presents a busy scene every evening. It is a little early yet to indulge in any criticism of the various international crews, but already the shaping of the American squad is attracting attention. The stand-bys of former regattas, viz., W. E. Sauer, E. A. Ericson, A. D. Stewart, V. Olsen, E. Strassman, H. F. Merrill and K. H. Gardner are on deck as usual and rapidly rounding into form.

G. F. Ashley, last year's coach, is trying his hand at pulling an oar this year, and ought to be a valuable addition.

Of the newer material, W. E. Row, M. T. Price and L. K. Little look the best, though both of the first-named two are rather light.

S. T. Armstrong, H. Evers and E. R. O'Brien are three men who with a little intensive coaching ought to make some of the older men work to hold their positions.

The Americans have been very fortunate this year in securing the services of H. P. Sailor, an old Cornell oarsman, as coach, and under his direction a good crew ought to be turned out.

Practically all the crews have already been out a good deal in pairs and fours, and on one occasion the Danes have also been out in their eight.

Arrangements have again been made with the Shanghai-Nanking Railway whereby sleeping and dining accommodation will be provided during week-ends for trips to Henli, and it is expected that as many as possible will take advantage of this to go up and train over the actual course.

Germans Preparing Attack Near Dvinsk

(Reuter's Agency War Service)

Petrograd, September 27.—A German offensive is being prepared in the region of Dvinsk.

GENERAL WU AT ICHANG

Reuter's Pacific Service to The China Press

Ichang, September 28.—General Wu Kwang-hsin, the Investigation Commissioner to Szechuen, arrived here today.

At The Theaters

"The Trail of the Lonesome Pine," wonderful love story of the Blue Ridge, is the Paramount picture holding place of honor on the screen at the Olympic Theater tonight. Charlotte Walker, who played the piece on the legitimate stage, is the star. A two-part Chaplin film, "The Vagabond," completes the bill. "White Pearl," featuring dainty Marie Doro, will be shown at the Olympic Tuesday and on Friday comes Dustin Farnum in "Ben Blair," five reel chronicle of love and action in the west. The Collier Girls, with songs and dances, are heralded to arrive shortly at this playhouse.

Dustin Farnum in "The Call of the Cumberlands," five-part Paramount screen triumph, is running at the Victoria tonight. On Tuesday three new episodes of "Gloria's Romance" make their appearance and on Friday comes "The Making of Maddalena," featuring Edna Goodrich, and Charlie Chaplin in "The Vagabond."

The last exhibition of the Willard-Johnson fight pictures which have been drawing crowds to the Apollo Theater is on tonight. Pathe's Gazette, the French annals of the war pictures, and three comedies are added to the program. A new big mystery serial commences at this theater tomorrow, bringing to Shanghai a new screen star. This is the "Mystery of the Double Cross," based on the story of the same name by Gilson Willets, and starring Miss Mollie King. Miss King is one of the youngest players doing big parts for the films and was formerly on the vaudeville stage. She is supported in this picture by Leon Barry.

A piano recital by Prof. Harry Ore, graduate of Petrograd Conservatoire, is announced for the Lyceum Theater next Saturday evening. Booking is at Moutrie's.

At the Isis Theater this afternoon and evening the popular serial "The Crimson Stain Mystery" is to be seen. Beginning tomorrow the program will include the film dramatisation of the well known opera "The Chocolate Soldier," in five parts.

St. George's Gardens announce that the Open-Air Cinema bill for tonight shows the two final episodes of "Liberty."

Clarke's Cirque, with a wide variety of circus novelties and features, is to be seen twice daily, at 5.30 and 9.15 p.m. at Chang Su Ho's gardens. Three Chaplin comedies are announced in addition to the regular program for each performance. Booking is at Robinson's.

"The Two Little Vagabonds," a filming of the famous French story by Decourcelle, is the main feature at Towa Cinema Theater today. It is supplemented by two comedies. Commencing tomorrow will be screened two new episodes of "Liberty," entitled "The Flag of Truce" and "The Wolf's Nemesis."

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Paris, September 27.—The death is announced of M. Degas, the great painter.

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Wednesday, October 3rd, 1917

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First class rail and boat ticket combined $6.00 return, and ticket for Breakfast, Tiffin (cold), Tea and Dinner $3.50 will be on sale at Shanghai North, Jessfield and Siccawei Stations on and from Saturday, September 29th.

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H. D. RODGER,

Attorney & Counsellor-at-Law.

August 11th, 1917.

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Magazine and Automobile Section of The China Press, Sunday, September 30, 1917

WHY DOCTORS NEVER CURE YOUR INDIGESTION

How a Dose of Medicine Taken in at the Mouth Must Run the Gauntlet of All Sorts of Chemicals Which Entirely Change the Dose When It Arrives at the Spot Aimed At--Has a Remedy Been Found?

By Dr. John Howard Leslie.

INDIGESTION, stomach and intestinal troubles have always baffled the doctors. The chief reason is that the whole digestive tract, from the tongue down along to the rectum, is a chemical laboratory—indeed, a series of chemical laboratories. Any medicine or drug that is taken into the mouth has to run the gauntlet of a remarkable series of chemicals which the human body passes out at various points along the line, beginning at the salivary glands at the back of the mouth, the strong hydrochloric acid of the stomach, etc.

While the chief chemical contents of the most of these various digestive secretions are known, yet some of them are made up of compounds which are not positively identified.

To complicate this is the fact that while the stomach digestants are strongly acid, those of the intestines are alkaline. Whatever dose of medicine is taken into the mouth is bound to be acted upon somewhere along the line by one or more of the chemicals of the digestive fluids of the body. Just what the final chemical compound of the dose of medicine may be by the time it reaches the spot it is aimed at in the intestines it is oftentimes impossible to predict.

Thus it is that the doctor is baffled whenever he tries to place a dose of medicine in the stomach. Whatever his medicine may be, it is interfered with and upset by the chemical fluids, which alter its character before it can get to work in the stomach.

The doctor is in still greater despair if he tries to treat a disturbance of the intestines. In order to reach the intestines his dose of medicine must run the gauntlet of all the secretions along the line, including the powerful hydrochloric acid and other chemicals of the stomach.

But at last it is claimed that a chemical has been discovered which possesses all the necessary requirements to meet all the complications. It is claimed that this new chemical compound is not acted upon or disturbed by any of the various secretions and is able to reach the intestines without interference, and when it arrives in the intestines it is powerful enough to destroy harmful microbes without injury to the delicate membranes and tissues of the intestines. This will be further described a little later on.

In an accompanying diagram are represented the organs of digestion—that most important function by which our food and drink are prepared in order that they may yield up to the blood their nutritious particles, from which blood all the organs and tissues in the body are nourished—upon which blood, therefore, our very existence depends.

First the teeth chew the food, which during this process of mastication is insalivated—that is, penetrated by the saliva, which itself exerts some slight digestive action. This saliva is secreted by the parotid, submaxillary and sublingual glands, the products of which enter the mouth through their respective ducts.

Next, the food, thus prepared for further digestive action, is passed through the gullet, the esophagus, into the stomach. Here it is acted upon by the acid gastric juice, which contains, besides hydrochloric acid, at least two important digestive ferments, pepsin and rennin. The former of these converts food proteids into peptones, which are thus absorbed by the blood capillaries, and the lymph vessels, which flow away from the stomach walls. The rennin digests the casein, which is likewise thus absorbed.

All the food which then remains to be digested passes in the form of chyle through the pyloric valve of the stomach into the duodenum, the beginning of the small intestine. The juices or ferments whose office is to digest this chyle are not acid, but alkaline. And these digestants are derived from the pancreas and the liver, whilst the intestines themselves secrete a juice, the succes uterleus, which promotes the absorption by the intestinal lacteals of the food which has, by the intestinal digestion, been prepared for such absorption.

The pancreatic juice has several ferments; notably, trypsin, which digests the starches and the sugars; pancretin and steapsin, which diges. the fats; amylopsin, which dissolves cellulose. These various offices are not absolutely distinct; theirs is rather team work than individual work.

The liver secretion, the bile, prepares the food thus digested by the pancreas for absorption, being aided in this office by the succus entericus, a secretion of which indeed, the bile promotes. And the bile prevents putrefactive changes in the food; this property is important to consider with relation to our subject. And the bile also excites the action of the muscular coats of the intestines by which the food is moved along the alimentary canal.

A number of ways have been tried for remedying the diseases, the autointoxications and the other evils due to such germs. Because such medication is, after the manner we have noted, rendered inert and useless in the stomach for any beneficent intestinal action, it has been sought to overcome the difficulty by means of the duodenal tube. Some of my readers may have the felicity to have had passed down their gullet the stomach tube, in order for the washing out of that organ—"swallowing the hosepipe" is the popular expression.

The seance with the duodenal tube goes this halcyon delight some better. This latter tube wends its way not only down the throat and into the stomach, but also past the pyloric valve into the duodenum. And yet there are people who have not enjoyed this seance; have shown, indeed, a considerably modified rapture as to the procedure. To begin with, the X-ray apparatus is placed back of your chest, so that the physician passing the tube—weighted at the tip—can view your internal relations and be sure the tube is going where it is intended to go. The process takes about half an hour—more perhaps—if there is a spasm of the pylorus or if you happen to have a hook-shaped stomach. In short, intestinal medication by the duodenal tube, though imperative in some cases, is a method neither popular nor of general application.

Another and a much more comfortable method is that by which various drugs are put in pill or capsule form, and then the capsule or pill is coated, varnished with a substance insoluble by either the salivary secretion of the mouth or the gastric juice, but which is dissolved in the intestinal tract, and thus releases, or is intended to release, the medication at the point in the intestinal tract where it is needed.

Thus salol has been used as a varnish. This drug is itself an intestinal antiseptic. But its efficacy has been impaired by reason that, in the intestinal chemistry, it is likely to be broken up into its component parts—salicylic acid and phenol-carbolic acid. So, when doses large enough to be effective have been taken, the liberated phenol has proved detrimental, even dangerous, especially to the delicate cells of the kidneys. But for a varnish salol is excellent, because it is unaffected by the acid reaction of the gastric juice. In such varnished or coated pills and gelatine capsules various intestinal antiseptics have been used—the salicylates of bismuth and magnesia, the black sulphide of mercury (calomel) nitrate of silver, resorcin, betanapthol and so forth.

And yet the results in every instance have been disappointing, because there have not been filled the requirements essential to the successful action of a disinfectant in the treatment of putrefactive and infective disorders of the intestinal canal. These requirements are that any given intestinal bactericide should have a strong germicidal action; should be relatively non-poisonous for the body as a whole, and certainly harmless to the mucous membrane of the intestines; should be absorbed in small amounts; should suffer no chemical changes that would be harmful to the body; should be so constituted that it mixes freely with the intestinal contents, and therefore be freely soluble. These requirements, as we have observed, have not been met by the use of any intestinal disinfectants, although such medicines have been employed against those germinal processes in the intestines which are related to such ailments as gout, rheumatism, nervous and mental diseases—neurasthenia and the like—numerous skin affections, certain joint disorders, chorea, cardiac and kidney affections, arterio-sclerosis, diarrhoea, dysentery and many functional diseases and disorders.

Unsatisfactory Method of Trying to Pass a Stomach Tube Through the Stomach to the Opening of the Pylorus so That the Dose of Medicine Can Be Discharged Directly Into the Intestines.

We must mention in this connection the lactic acid (Bulgaricus) bacillus, which Metchnikoff designed should combat and destroy the intestinal putrefactive and fermentative flora, the germs to which this lactic acid bacillus is inimical. It was his hope that there would be a kind of intestinal conflict, in which the Bulgaricus bacillus should win out, to the benefit of the human host. And yet such hopes have been far from realized. Investigation has shown that the germs are usually dead before they reach the intestines.

Next surgeons have taken up the problem. Sir Arbuthnot Lane has acted on the theory of Metchnikoff that we humans have, after all is said and done, a great deal more of intestinal tract than we really need, and that we would be none the worse off—better off, really—for having a yard or two of this tract removed from our interior. Thus Dr. Lane has devised the operation of short-circuiting, or removing entire, considerable sections of the intestinal canal and this with success and with benefit in not a few cases.

Picture Showing Position of the Stomach Well Above the Waist Line. Many Sufferers from Indigestion of the Bowels Imagine They Have Stomach Trouble.

A drug has now been elaborated which is claimed to be without any of the disadvantages we have mentioned, and to be efficacious against not only infectious diseases generated by intestinal pathogenic germs, but also gout, rheumatism and those other diseases we have mentioned, whenever those diseases have their origin in the intestinal tract.

This new drug has the imposing chemical name of tri-methyl-methoy-phenol; and the claims of its makers are entitled to every consideration, by reason of their obvious sincerity, and because of the fact that a very large part of our progress in the healing art has come about through experimentation, jointly with physicians or alone by high-standard pharmaceutical chemists. It is claimed for this new intestinal bactericide that, though perfectly harmless and non-toxic (non-poisonous), it is forty times more potent as a germ destroyer than a 5 per cent solution of phenol would be—that is, it is non-absorbable, passing through the intestinal canal without any chemical decomposition and without undergoing, indeed, the slightest change.

We learn also from Consul Talbot J. Albert, at Brunswick, in a report to our Department of Commerce in Washington, that the German chemists, Freundlich, Lichtwitz, Glassner and Suida, have found that animal charcoal, which has long been used to absorb the coloring matter from chemical solutions, will by the adjuvant action of the phosphates and nitrates of calcium, sodium and potassium in human tissues, absorb and remove from the intestinal tract both poisons and pathogenic germs, as of typhoid fever, cholera and the dysenteries. The rapidity of such charcoal absorption being increased with temperature, this salutary action, we are told, is promoted by the bodily heat.

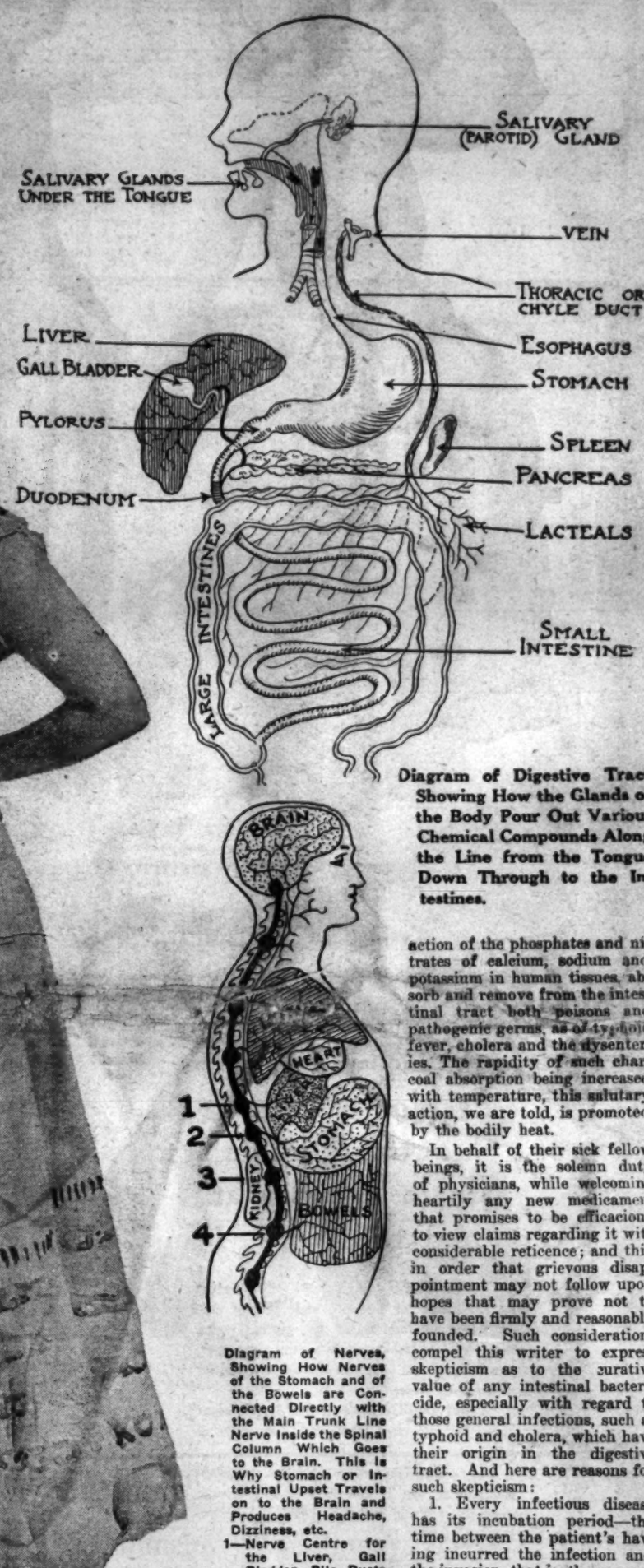

Diagram of Digestive Tract Showing How the Glands of the Body Pour Out Various Chemical Compounds Along the Line from the Tongue Down Through to the Intestines.

Diagram of Nerves, Showing How Nerves of the Stomach and of the Bowels are Connected Directly with the Main Trunk Line Nerve Inside the Spinal Column Which Goes to the Brain. This Is Why Stomach or Intestinal Upset Travels on to the Brain and Produces Headache, Dizziness, etc.

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3—Centre for the Kidneys, Urethra and Their Nerves.
4—Centre for Bowels, Colon, Appendix and Their Nerves.

In behalf of their sick fellow beings, it is the solemn duty of physicians, while welcoming heartily any new medicament that promises to be efficacious, to view claims regarding it with considerable reticence; and this in order that grievous disappointment may not follow upon hopes that may prove not to have been firmly and reasonably founded. Such considerations compel this writer to express skepticism as to the curative value of any intestinal bactericide, especially with regard to those general infections, such as typhoid and cholera, which have their origin in the digestive tract. And here are reasons for such skepticism:

1. Every infectious disease has its incubation period—the time between the patient's having incurred the infection and the invasion, that is, the appearance of the symptoms. During the incubation the hatching period the patient is unaware he has the disease; certainly not until within a day or two of the invasion. Thus, the incubation period of typhoid fever is fourteen days; of typhus, twelve; of cholera, four; of smallpox, ten days; and so on.

2. Very few infections are due to the bacteria; it is not usually these which do the mischief so much as it is toxins, the poisons which they evolve. In the case of intestinal infection these toxins, thus generated by the bacteria, pass through the intestinal mucous membrane and into the circulation. So, before the patient knows he is going to come down with the given disease, those toxins have got beyond any impression that can possibly be brought to bear on them by intestinal bactericides.

And the same observation obtains for those few infections where the bacteria are more baneful than their toxins; for these germs have, during the incubation, been multiplying by countless millions, and entering the blood and lymph channels quite as freely as any toxins could.

Almost all serious infections are general, not local, in their nature. This is shown in typhoid, for instances, by the constitutional symptoms—the chills and fever, the prostration, the headache, the eruption, the nosebleed and sometimes the spitting from the lungs, the bronchitis, the pleurisy, the delirium and so on. Typhoid fever has indeed its primary focus in the small intestine, but the whole system suffers from this dreadful infection. The proof of this statement is found on autopsy after a death from typhoid fever. Not only the small intestines will be found to have been invaded by the disease, but also the spleen, the bone-marrow, the lungs and pleura, the kidneys, the heart, the blood vessels and the nervous system.

Twin Dresser By Lady Duff-Gordon

Illustrated by the Dolly Sisters

Youthful Dignity Is Denoted in These "Lucile" Dresses for a More Formal Function Than a Garden Fete

Fascinating and Unusual Fashion Problem of Thinking Double and Single Dresses at One and the Same Time

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

DRESSING twins is a sartorial danger. The danger lies in the commonly used phrase, "Too much of a good thing." It isn't a very common danger—Nature has provided for that. But twins are always fascinating and dressing them is always a fascinating problem.

Clothes are like food. If one sees too much food appetite flees. If one sees too much of one color or fabric, no matter how beautiful, one is liable to weary of it. You apprehend now the danger of dressing twins, do you not? I thought so. Americans are intelligent.

Eight yards of deep blue chiffon might be in itself lovely, whereas sixteen yards of it would weary the eye. When designing gowns for twins something rarely beautiful might lose most of its effect because there was too much of it. In things of the wardrobe a small quantity is always more beautiful than the mass. A philosopher remarked that precious things come in small packages. To which the reply has been made: "So does poison," a reply that I regard as flippant and beside the mark. It is true that save in rooms and landscapes a small amount in form or color is more effective than a large one.

Therefore you readers with the facile American mind will readily understand that the gowns of twins must be doubly beautiful. Nor do I in using this expression seek to follow your American habit of punning. Because a gown must be doubled the greater care must be exercised to make it so distinctive that it will not suggest wholesale methods. The mother who plans her daughters' wardrobes is careful not to duplicate the costumes, save in the case of twins, so that no one will think "we got a piece of goods at a bargain and are using it for the whole family," she says.

...n "Lucile" Garden Dresses of Organdie

You understand, then, that two extremes must be avoided in dressing twins. First, that the material does not suggest bulk, a "too muchness." The other that there will be no hint to the minds of the beholder of a bargain in quantity of the material.

When, therefore, one designs for twins it is necessary to think both double and single at the same time.

On this page you see pictured the result. The vivacious double girls are shown in the three sets of dancing dresses made for them last month.

Simplicity, Oriental influence and young dignity are represented in the attire here shown in detail. Each is attractive in its own way, and according to the taste of the spectator. In each I have approached as near as I can to perfection of idea and execution.

Study the picture which denotes simplicity. Two school girls they might be, looking out of the window of their boarding school apartment, waiting for the carriage that is to take them to a garden fete. There is the very fragrance of flowers about these garden dresses. The color that predominates in some of the most delicate of gardens predominates, too, in these girlish frocks. The material utilized is of the delicacy of flower petals. The skirts are of pink organdie, with horizontal trimmings and clusters of ribbon embroidery. The diaphanous bodices are of Valenciennes lace, through which narrow baby ribbon of mauve and blue are run. The ribbons are collected in a very shower of color in a large chou at the border of the corsage.

The Dollys in "Lucile" Dancing Costumes of the Far East

Youthful dignity is denoted in the gowns in the upper corner. For a more formal function these were fashioned. The twins might be going to a high tea in London or to a the dansante in New York in this attire. Turquoise blue silk and silver lace are the building materials of the gowns. The silk is gathered in full folds at the waist line and looped up here and there with clusters of ribbon flowers. It falls in irregular flounces and points over an underskirt of silver lace embroidered with real silver. Touches of green appear above the turquoise blue silk of the bodices. The maline hats repeat the colors of the gowns as trimmings upon a wide frame of palest blue maline.

Of contrasting character are the harem costumes shown in the largest of the pictures. Green, midnight blue, orange and silver glow in these robes of the East. The pantaloons are of silver net, trimmed with sequin fringe of midnight blue. The robe is of orange brocade. The tight width of the duplicate girdle is shown in vivid green. The headdress is of blue silk sequins. Its long, saucy plume is of silver flecked with blue.

Automobiles

SHANGHAI, SUNDAY, SEPTEMBER 30, 1917

MAXWELL CAR MAKES A SPEEDY ARMY RUN

Carraies Despatches From New York To Washington In Six Hours

In the first of a series of military runs by which Major-Gen. W. A. Mann, chief of the militia bureau, Washington, is to be given data regarding the availability of transporting troops by motor car, a Maxwell touring car, driven by P. W. Gibbs, road engineer for the Maxwell company, covered the 230.8 miles between New York and Washington last Monday night in 5 hours 58 minutes.

This is a record for the durability run over the distance between the nation's metropolis and the national capitol. The test represented the first official United States army motor car run ever made between the two points. The run began at the Jersey City side of the Cortlandt street ferry, New York, and ended in front of the State, War and Navy Building, Washington.

The car was met at the State, War and Navy Building by Major-Gen. Mann, who was given a letter regarding the test from Adjt.-Gen. Louis W. Stotesbury of New York. Gen. Mann dictated a reply to the Adjutant-General and this will be taken back to New York in the Maxwell in the second army demonstration it will make.

Among the passengers was James A. Hemstreet, director of touring for the American Automobile Association, New York and Washington. Mr. Hemstreet certified for Gen. Mann the fact that the Maxwell covered the distance without a motor stop and with but two stops of the car, necessary at railway crossings where the gates had been lowered.

"I am well pleased with this initial test," Major-Gen. Mann asserted, "and I have addressed my congratulations to Adjt.-Gen. Stotesbury for the valuable and informative data he has put into the possession of the militia bureau. "The test was a success from every viewpoint."

The first test was begun after arrangements had been made by Adjt-Gen. Stotesbury. The Adjutant asked the co-operation of several of the larger automobile producers in order that the militia bureau might have accurate and official data covering the availability of the automobile in troop movements. One of the executives to act favorably in his behalf was Walter E. Flanders, president and general manager of the Maxwell company. Mr. Flanders immediately put at the Adjutant's disposal, through L. A. Smith, Maxwell general Eastern supervisor, New York, whatever the army department might require in cars and drivers. Mr. Flanders's offer was accepted by the Adjutant.

Major-Gen. Mann expressed his admiration for the durability and road capability of the Maxwell as it stood before him at the curb in front of the State, War and Navy Building. He was surprised, he declared, to learn authoritatively that the modern motor equipment could cover so many miles in so short a time.

This first army demonstration was made between midnight and morning. It is said that other tests of the kind are to be made.

In all runs the Maxwells will use United States chain tread tires, this equipment having withstood the initial dash with a perfect score.

Mammoth Forge Shop In Overland Factory

One of the many individual marvels at the Toledo factory of the Willys-Overland Company is the mammoth forge shop. Here are used eighty-five steam hammers and fifty-seven forging and "upsetting" machines, the latter being for flanges, hinges and heads on various parts. Two hundred and seventy-five million cubic feet of artificial gas are used annually by the forge furnaces; 7,000,000 gallons of gasoline, or 1,000-tank cars, are consumed yearly in the forge shop.

TREMENDOUS WASTE OF GAS SUBSTITUTES, OIL MAN SHOWS

Toluol In Coal Gas Thrown Away---Uncle Sam Pays 30 Cents a Pound For It

That the United States is daily wasting a valuable substitute for gasoline is the contention of Henry L. Doherty, president of the Cities Service Company and largest producer of refinable oil.

According to Mr. Doherty every ton of coal which is distilled for gas making purposes producers about two and one-half gallons of crude benzol. This crude benzol is about twenty-five per cent toluol.

Both benzol and toluol are highly valuable for industrial purposes, such as making dyes, making of explosives, solvents for rubber, greases, and a long list of miscellaneous industrial uses.

He declares benzol and toluol also make a valuable motor fuel and are interchangeable for gasoline, requiring only at most an adjustment of the carbureter.

"Prior to the outbreak of the European War," said Mr. Doherty, "crude benzol sold at less than the price of gasoline. Toluol is the favorite material for the manufacture of explosives, and toluol has sold for as much as $1 a pound since the outbreak of the war. It is now worth 60 cents a pound. The program of our Government calls for enormous quantities of toluol for explosives and the price may rise enormously.

Valueless To Customer

"The toluol that is supplied with town gas is practically valueless to the customer. While the customer pays three cents a pound for it, and practically wastes it, he is compelled to contribute taxes to the Government so the Government can go elsewhere for toluol and pay thirty cents a pound for it.

"If all the town gas was made by the coal gas process our Government would have an over-abundance of toluol for explosives at a nominal price—and benzol would be so plentiful that it would reduce materially the threat of a gasoline shortage.

"In 1911 I called the attention of the Automobile Association of Great Britain to the fact that if all of the town gas made in the United Kingdom was made by the coal gas process, and if this gas was scrubbed from the benzol and toluol, it would give a supply of motor fuel which would be more than abundant to take care of the needs of the entire United Kingdom.

"I am not prepared to give these statistics for America; but to continue to use benzol and toluol in our town gas, where it has no particular value, while we are short of benzol and toluol for explosives and industrial work, and also short of gasoline, is nothing more than the most flagrant and unjustifiable waste.

A Very Simple Process

"The process of removing tolnol and benzol for gas is a very simple one. It is readily absorbed by any heavy oil at atmospheric temperatures, and is easily recovered from this heavy oil by distilling. No expensive equipment is required, nor is any particular skill necessary to produce the crude product.

"The gas business was originally established solely to supply light. The only source of light known in those days was secured by burning hydrocarbons either in the form of gas or oil. The hydrocarbons would be broken up in the flames and the solid particles of carbon, while undergoing the process of combustion, would pass through the flame in an incandescent state and give off light.

"Rigid standards were created by the governmental authorities in Great Britain, and their example was followed in America. Those standards have long since ceased to mean anything. Electricity is now largely used for lighting purposes and gas for fuel purposes.

"In some communities more than 80 per cent of all the gas that is sold is used for fuel purposes, and the illuminating properties are therefore of no value.

"The gas that is now used for lighting purposes is almost entirely used in mantle lamps. By burning the gas with a Bunsen flame, which is a non luminous flame, and applying the heat of the flame to a mantle, several times as much illumination is secured as if the gas were burned in an open flame.

"Not one foot out of every thousand feet of gas that is made and sold can be advantageously used so that its illuminating properties are of any value to the customer."

TRACTORS IN HAWAII

The use of tractors for plowing sugar-plantation land in Hawaii has increased from 3 tractor engines in use in 1912 to 104 in 1917. Previously they were looked upon with distrust, but today are becoming almost indispensable in plantation field work.

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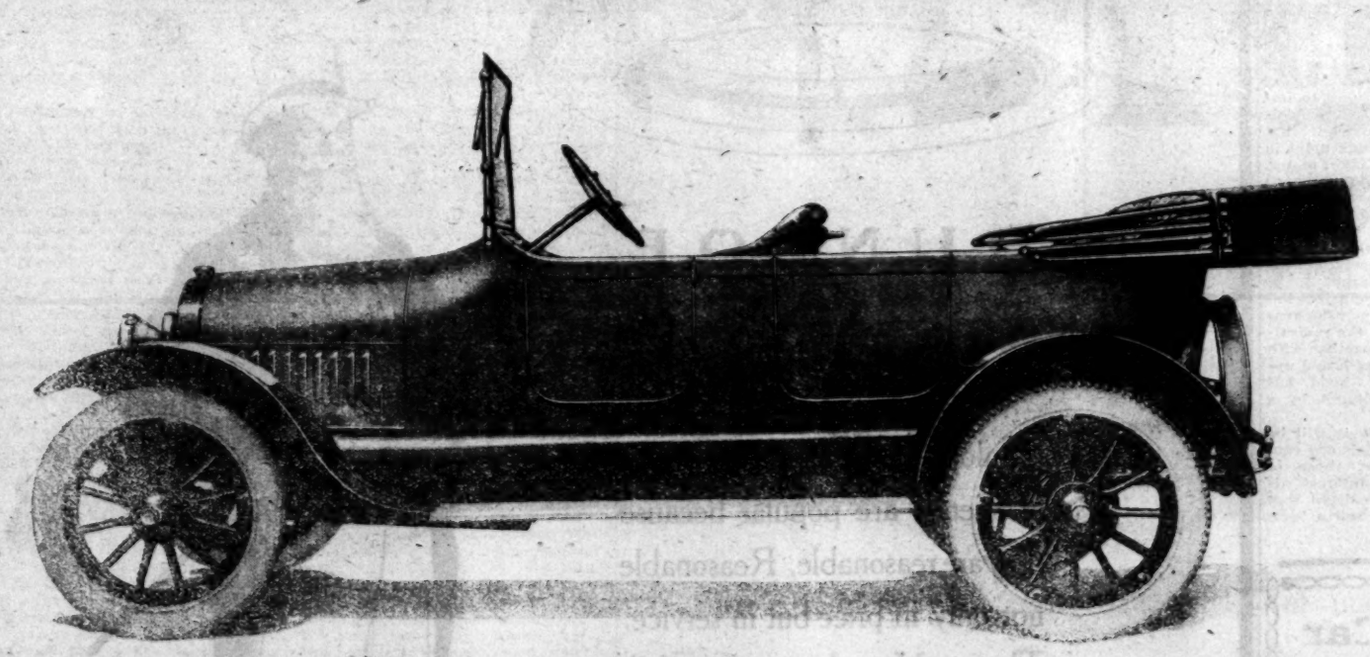

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Camouflage And The Motor Car In Modern Warfare

From Motor.

If the great war does nothing else for civilisation, it has already served to introduce into the English language a number of picturesque words, which will probably survive the occasion of their original adoption. The first of these aliens to secure foothold in our mother tongue was "strafe," which came to us from the theatrical and rather silly German plea to the tribal deity to punish England for spilling the Hohenzollern beans. Today America is the favorite object of the strafe, tomorrow it may be Brazil—but strafed nations live long and we should worry. Early in the war also we were introduced to "boche," a term for German, obscure in its origin, but evidently accurately descriptive, since its application throws the boches into paroxysms of rage. And now comes a new applicant for admission to the English vocabulary in the word "camouflage."

Camouflage is derived from the French verb camoufler, meaning to make up for the stage, to disguise. The present application of camouflage refers to the various methods of concealment of men, guns, munitions, roads, etc., which are practiced by modern armies. Some astonishing feats of scientific deception have been perpetrated during the war and camouflage is rapidly developing from a mere fortuitous expedient to something very like a science.

In its broadest application the term camouflage may be made to include even the uniforms of the armies, since the horizon blue of the French soldier, the gray of the hideous helot-like garb of the boche, the khaki of the British and our own olivedrab are all intended to disguise troop movements by their affinity for the colors of the landscape. This is one of the prime purposes of camouflage, to cause the object treated so far to become part of its surroundings that it is for all purposes invisible to enemy eyes. Protective coloring in birds and animals is the real origin of the science of camouflage.

The aeroplane has been a potent factor in making necessary the disguise of military objects. To the eyes of the airman, litttle is hidden in the enemy's line and even less is obscure to the eye of his specially constructed camera, pictures from which examined under the microscope disclose to the trained eye of the staff every detail of the opposing side's dispositions. Early in the war it was found that the air scouts could locate accurately with their cameras, the various batteries behind the enemy lines, by reason of the fact that along the top of a cannon barrel there is a high light, which made detection from above mere child's play. The camouflage artist altered all this by painting a black streak along the top of the barrel, where the high light had rested and putting in two gray streaks at the side, where the shadows naturally fell. Presto, the gun became an indistinguishable part of the ground on which it rested.

One of the latest achievements of the camoufleurs, is a train of motor trucks, mottled in irregular patches of green and blue and purple. The principle behind this method of painting war vehices is simply that if a mass is broken up in various shaped units, which do not converge in perspective, the mass as a whole is indistinguishable at considerable distances. It took the artists of France and Britain to bring this fact to the attention of military officers, who now appreciate its full value.

But the modern art of camouflage has gone beyond this disguising of actuality; today it actually creates illusion. The camoufleur makes the enemy see things as actuality which are really nothing but paint and canvas.

Behind the lines in France there was a certain village, which for very good reasons was an object of particular attention by the boch airmen. From aloft the German fliers looked down on paved streets, lined with red tiled roofs, stretching far out into the green fields. They shelled them industriously and yet strangely enough, they did not seem to accomplish much. Scarcely a hospital, not even an orphan asylum fell to their valiant bombs. For excellent reasons, most of that village was a camouflage. Streets, lined with red tiled roofs, had been carried out into the fields by clever French artists, who chuckled derisively as the brave boches hurled tons of high explosive at their canvas and paint handiwork.

On a certain sector of the French front, it was necessary at one period of the war to move large bodies of men and great trains of artillery and ammunition over a road, commanded for part of its length by the boche artillery. In the absence of the camoufleur division, this would have been an impossible task, but the men of paint-pot and canvas solved the problem. They painted a road, edged with green, and somewhat over two miles in length. This gigantic strip of canvas scenery was raised tent-wise over the real road and all day long for five weary, blistering days French infantry, artillery and munition trains poured through this improvised tunnel. The German airmen kept reporting "no movement" on the exposed road, but suddenly the general staff was pained and astonished by an attack in force from a position it had good reason to believe was being held by defensive detachments.

At the present time the boche airmen do not fly promiscuously over our lines. The simple reason is that they are out-numbered and reduced to defensive fighting well behind their own lines. The Germans, therefore, are compelled to do much of their reconnaisance work in the old fashioned way, from tree tops, sausage balloons and by aeroplane observation from their own territory. This has given our camouflage men wider scope for their talents. An instance in point is a certain important cross roads, "somewhere in France," which hides behind a semblance of a chicken-house, with the feathered brood sporting itself in the yard. To observation from above this camouflage would readily yield, but the Germans cannot fly over the allied lines, since they have lost command of the air.

At another point behind the French lines a beautiful road runs around the base of a low hill. During the day all German eyes are fastened upon this fine highway, because it is fully covered by the indirect fire of their guns far in the rear and always these Boche Berthas stand ready and waiting for the signal which shall loose a storm of projectiles on the doomed road. But the signal never comes, for the simple reason that the "road" is simply a strip of canvas ochre hued in the center with green edges. Behind the hill winds the real road, over which French troops, artillery and munition trains wander unmolested. At night the Germans shell the painted road perfunctorily, but no corpses in horizon blue ever reward their morning inspections.

There was recently given in this country a movie of war scenes from the French front. At one point in the film, a legend bade the audience watch closely in the next picture for a surprise. The next picture proved to be one of a closely packed coppice or hedge. There were no soldiers in sight, nor any action and the audience wondered what kind of a sell was being perpetrated. Suddenly, however, a section of the hedge started to move bodily away and was discovered to be a motor truck, the body of which had been so perfectly camouflaged that it was invisible even to the searching eye of the camera. The spectators chuckled delightedly and laughed outright when a second scetion of the hedge got into motion and proved to be another camouflaged motor vehicle.

The work of the camoufleur as it relates to the individual soldier has taken tremendous strides in the past few months. No longer is it a question of dressing all the army in uniforms of inconspicuous hues. The camouflage division has devised for men on outpost or scout duty, blouses and hoods painted skillfully to fit into the surroundings and become practically invisible. The soldiers' faces are even painted to correspond, a curious reversion to Indian customs of warfare, which has had many astonishing counterparts in the present conflict.

All of this makes us wonder whether the warfare of the future will not do away with military uniforms as we know them, in favor of parti-colored garb, the various shaped designs in which will break up the mass so that it will become invisible at a distance. Such a consummation is not at all unlikely, as the further we go with camouflage, the more evident become its possibilities and we realise that we have stumbled a new science that is destined to play a major role in the warfare of the future.

The Auto An Aid To Prosperity

"Look into the affairs of the average automobile owner and you will find that he has been increasingly prosperous during the period he has driven a car," says a prominent dealer.

"Make the test. Consider the cases of a half dozen of your car-owning acquaintances. Is it not true that most of them have enjoyed a great progress? Made money?

"Why? Because he who moves fast, thinks quickly. His vision broadens. His ideas flow easier. He is keener, brighter, more ambitious. The mechanical power at his command makes action convenient and easy. He wastes less time, has more productive hours.

"Largely due to the automobile, the measure of reward for human effort has lengthened. Values have multiplied. Money has become more plentiful through the vast sums put into public improvements as well as into private enterprise. The standard of living is higher, and therefore the incentive to do big things is greater. The man with a car feels on equal terms with his neighbor. The spirit of competition possesses him. He is there."

OVERLAND BEATS ALL FORMER SALES RECODS

June And July Were Banner Months; Sales For July Amounted To $13,611,775

On only a few occasions in the history of the industry have automobile selling records attracted the attention that has been accorded those of Willys-Overland, Inc., during the last two months. When, in the early days of July, the company announced that its June retail sales had exceeded those of any other month in the history of the organisation, a murmur of astonishment and surprise was heard from coast to coast.

On the first Thursday in August the most striking announcement of all was made when a compilation of the figures covering July retail sales revealed the amazing total of $13,611,775, an increase of $2,500,000 over the splendid achievement of June. On top of this, the factory officials insist that there is no evidence of a let-up even now, and that their distributers, proud of the records which they have just made, are going after the business with redoubled energy.

"How do you do it?" is the question most commonly heard among visitors at the Overland plant just at this time.

John N. Willys, as head of the big organisation, answers the question as follows:

"It should not be so much a question as to how we make the sales as a question concerning how we conceived a line of cars which would prove so popular with the public. Of course we would not take any credit away from the salesmen who have made those enviable records. In fact, we are confident that we have one of the strongest selling organisations in the industry. Nevertheless, the most expert salesmen in the world could not do what our men have done this year unless they had a product to offer which was possessed of unusual merit.

"The June and July sales records do not come to us as unexpectedly as one might imagine. When our new comprehensive line of cars, ranging from low priced completely equipped vehicles to high-priced powerful and fashionable cars, was first shown to the dealers at the big convention in December they told us that there would be no difficulty in selling them. Their confidence in the line was so great that they turned in contracts away and above our most enthusiastic expectations."

New Stearns-Knight Is A Pleasing Model

With a newly designed body and retaining all the former mechanical excellence, the Stearns for 1918 has found much favor in the eyes of the buyers in the States. The new models have been on display for about a month.

In the construction of the motor there has been virtually no change from the types with which motorists have been familiar for the last four or five years. Six years of experience, always with a view to improvement, has convinced the officials of the F. B. Stearns Company that they have reached the high point in the development of the Knight motor.

Because Stearns was the first manufacturer in America to adopt his motor, Charles V. Knight, the inventor of the sleeve valve type motor, has always followed with unusual interest the progress of the Cleveland firm and its output.

The points that principally impress motorists in the new Stearns "fours" and "eights" are the radically different body lines, together with general refinements in finish and upholstery. The rounded hood has gone and has been replaced by a more modern design.

In other minor details it will be found that the new models are considerably improved over those of past years. From the interest already displayed it is predicted that the coming season will set a new sales records.

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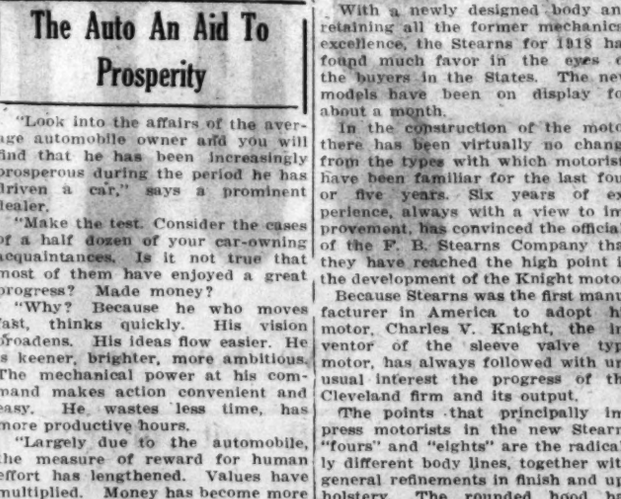

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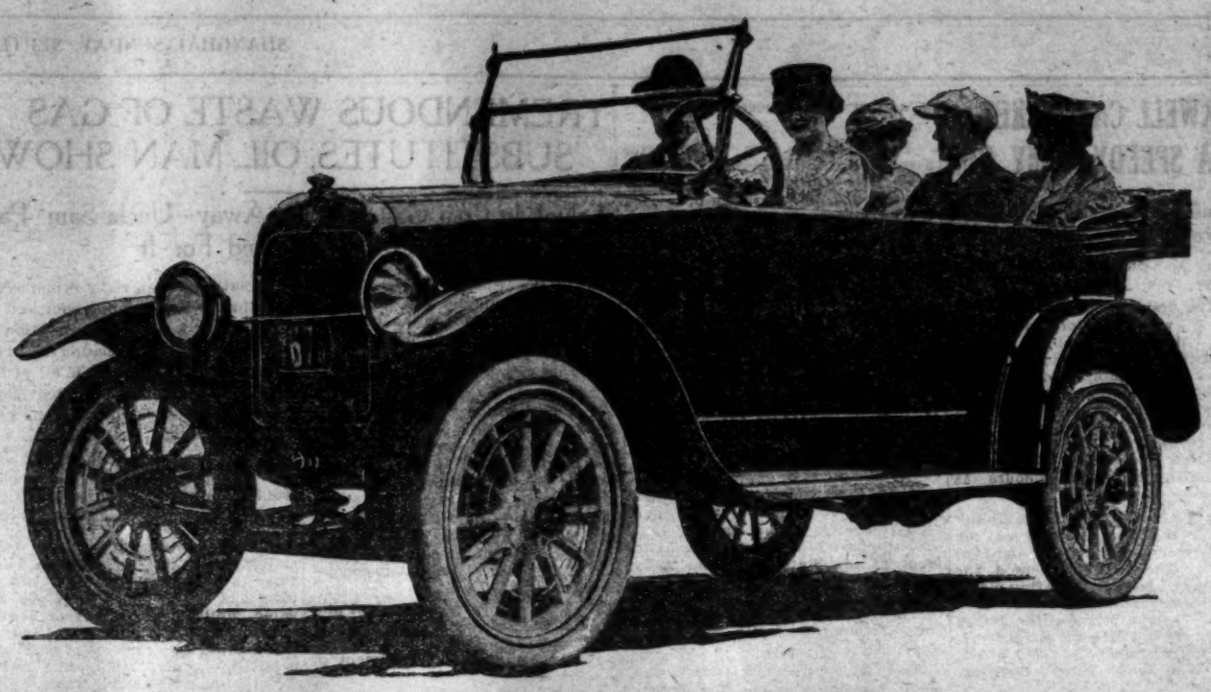

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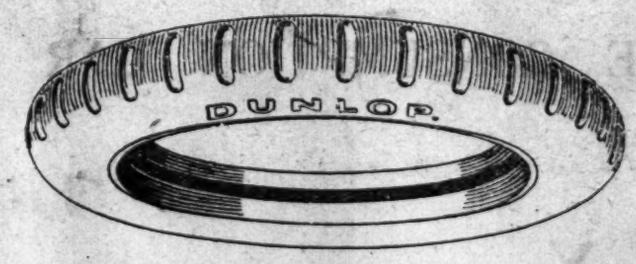

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With The Advance

A Story Of The Motor At The Front

By Charles G. Harper
(In Motor Magazine)

The author of the present article is known very pleasantly to readers of the British periodical press, to which he is a voluminous contributor. His mastery of dialect is equal to his familiarity with problems of motor transport (he has spent much time with the transport service on the battlefront, in a civilian capacity), which gives his work a dual character of human interest and practical value. Mr. Harper is also one of the first authorities in England on the subject of highway history and the romance of ancient houses, in which Great Britain is so peculiarly rich. Articles from his pen have long formed one of the most delightful features of our British contemporary, The Autocar.

With what joy I write that inspiring title!

As we rolled out of the side road on to the fine 'route nationale' which runs from Paris by Senlis into Peronne we were challenged by a French sentry.

"Halte la!"

"What's 'e adoin' of 'ere?" grumbled the cockney driver of the motor-lorry in which I was seated. "What's the little ameger?" he asked the sentry, who, being unused to the English, and especially not conversant with British backslang, simply grinned, and pointing at me, said "un civil."

"He says I'm a civilian," I explained to my Army Service Corps driver.

"Well," said he, "he needn't make a song about it."

"No," said I, "his trouble is that in the French lines civilians are not permitted to travel in the 'services de ravitaillement.'"

"The what de which?"

I translated it into "supply-column vehicles."

"Well, anyway, and chance the ducks, we aint in the French lines 'ere; not now we aint."

This was very true: the British line had been extended for some time past. I interrogated the sentry, in his own language. It seemed that he was merely left there to guard some stores not yet removed. I explained to him, as courteously as I could, that he was exhibiting excess of zeal; and we moved on, to the parting salute of "good evening, sore."

It was morning; but no matter.

"Funny idea of English, 'e's got, aint 'e?"

So, for the matter of that, has my cockney lorry-driver, who hails from that eastern quarter of London which he is accustomed to speak of as the "Tahr Ramlets." (This looks rather Turkish or Egyptian when rendered into print; but "Tower Hamlets" is really indicated.)

"Told 'im off, didn't yer, that sentry?"

"Said I thought he was too officious."

"Ah! there's lots o' thet sort about these parts . . . an' 'ere's another one."

It was one of the English this time: military police.

"What is it, ole man; what's biting yer?"

"Slow up a bit, can't you; ain't you bin on this job long enough to know the speed-limit? You 'aven't got a staff officer there."

"Long enough!" retorted my driver bitterly. "Gawd! longer'n you. I bin at Mons, with the ole contemptibles a 'unner' year ago, aint it?"

"Well, get on with it" said the other, ignoring with the usual good-humor that sarcasm.

We rolled on some more.

"Were you really at Mons?" I asked him.

"Yus; there or thereabouts; 'Moss' an' 'Charleyraw,' as they calls 'em."

"What is it like?"

"Like 'ell!"

That summed up the old days. Few are the soldiers who describe those places and those experiences around Mons and the Charleroi coal field at length. The soldier is not a descriptive person.

He ruminated at leisure upon the difference between those days and these.

"An' now," he said, "there's a speed-limit on the roads . . . same as at 'ome . . . Never thought I shu'd live to see thet . . . Never thought I shu'd live at all! Strike-a-light! there wasn't any speed-limit when we backed out o' Mons to Lee Catoo, I give you my word! . . . Funny ole world, this is, if you look at it some ways. 'Ere's me an' there's you, as you may say."

I readily agreed that this was so. "I'm here and you're here, so what do we care," as the song says.

"Well I dunno what your job is when you're at 'ome; but I was a tea-pecker——"

"A what-er?" I asked him, in the cockney manner. (It is awfully infectious, that sort of talk.) . . .

"Oh! a tea-packer."

"Yus, I said so: a tea-pecker at a ware'us on Tarh Rill; an' then a van-driver."

"A van-driver, yes."

"Well, then; jus' to show yer the funny sort of ole world it is; I been up again it in London for exceeding the speed-limit, an' fined 'arf-a-goblin an' corsties; an' blowed if I don't fink they'll punch me for the same ole fing out 'ere . . . But they won't fine me; they'll shove me in clink . . . Thet's the sort of ole world it is."

We rumbled along the lengthy perspective of road, between the blasted trees that uplifted riven and splintered branches in the likeness of mute appeal to Heaven.

"More'n two-an'-a-'arf year, an' still drivin' a M. T. lorry, in the same Gawd-forsaken country, where thoy drinks red ink, 'stead o' beer——"

"You don't like vin ordinaire?"

"I don't fink—No wonder they gives it away at meals, and charges on'y a penny a litter (litre) at any other ole time. . . . Rotgut wine, I call it, an' no good as vinegar." (This way for the strong language!)

This opinion of the wine of the country seems to be a representative one.

"You're not driving the same lory, of course?"

"Not by a 'undred . . . you wouldn't know what this ole 'bus is, not if I give yer a prize . . . Overland chassis with a take-what-yer-can-get body!"

It looked just so. What with long and strenuous service, the works had been patched piecemeal with pieces of doors and other domestic woodwork from ruined shops, farms and cottages. It had acquired what one might style an individuality. Once having seen it, you would know it again, if only it displayed prominently on one side the announcement "Magazin des nouveautes" which had apparently once been part of the facade of a store.

"Yus," he said, referring to it; "Put it in meself, six monce ago, down at More-oil (Moreuil). I'd give something for a lick o' paint, to cover it up. . . . Bit tired of bein' asked for more novelties an' less bully-beef and apple-and-plum jam. I reckon I've 'ad enough of the joke for the rest of me natch!"

And then we arrived at the Refilling Point, the Mechanical Transport treminus, where my A. S. C. friend was greeted by a cheery group of his own kind as "Old Novelties" and "Angel Face."

"Ah! go away an' play," said he. "Wish we could: all hard graft here, old son."

I left them there, and came down into Peronne; all the misty marshlands of the blood-bathed Somme lapped in the golden midday light of early spring. The engineers had thrown a bridge across the river. Ahead the fighting men had passed through the town, and, war-worn though it looked, it was at last at peace. Even so, I sadly thought, as I looked upon its shattered houses, the dead have peace. For Peronne was battered to death, by the sheer spite of the Hun. It lies upon the further side of the Somme and the canal; and only those who have looked upon that vaguely-wandering river, studded with little islets and bordered with swamps can judge how easily the place could have been held for a long time yet by an enemy who was really anxious to stay.

Nothing else save the four-arched loggia of the entrance to the town hall remained, except the ragged rafters of the high-pitched roofs. All the fronts of the houses had been blown in along the main street. But the stone-paved surface of the street was still perfect; and the transport had gone through easily, once cleared through the rubbish.

Up out of the town, the road to Cambrai, the navy battalions were hard at work, even while an occasional long-range shell moaned overhead and fell nearby in the field. It is a good road for seven miles, into Nurlin, whence it is pave; or it was good until the retreating Germans blew holes in it. And it has now become excellent again. The parish babies, as we in England style the steam road-rollers, were stolidly steam-rolling the route; until, listening to the old familiar sound of them, one might almost fancy one's self to be again in some suburban street under repair; so swiftly do the forces of reconstruction come up and make good upon the heels of evil.

But not all can be made good there; out of the way of the living, lay the dead. The guns cannot wait. The dead can. Nothing matters to them any more. They will lie there quite patiently until someone comes with leisure to attend to them. Dead of both the opposing forces. Here lies a German. "Hit in the gear-box," remarks one of the incorrigibly technical officers of the A. S. C., M. T. Section, to me. Yes, indeed; and to follow the simile, his gears are distributed all over the place. I feel, not for the first time, that I do not ever again want anything to eat; but it will pass.

And oh! it was good, to see the prisoners come shepherded back! How I hate them! But what a fine sportsman is the British Tommy. He is a better man than myself. "'Ere, 'ave a fag, ole man," I hear one offering a cigarette to a whitefaced, brutish-looking German; quite generously indifferent to the knowledge he possesses, that if the positions were reversed, and he the prisoner and the German the captor, his portion would be kicks and insults, not cigarettes and consideration.

Here the road-surveyors of the Royal Engineers were out in the devastated fields, among the wreckage and the craters wrought by the high-explosive shells that had been poured for months past on the Germans in this region from our own guns. They were setting out the line of an entirely new road. New roads in these parts are as plentiful as new roads were in Ireland a few years ago, and when the war is over and the country has settled down again, they will become almost as useless. Meanwhile, they are of the most urgent necessity, to save the existing highways from intolerable congestion and give new routes for the heavy guns, which it is not desirable shall be brought up by existing roads pointing directly at towns in the advance. The method is rather to outflank any town, alike for military and sentimental reasons.

Well in advance of the navying gangs, trenching and leveling, was the actual surveying party; at their very heels the motor trucks bringing up the hard core and miscellaneous refuse from Peronne, to improbable things and has not been confounded by the impossible.

But my admiration goes out to the Army Service Corps, whether of the horsed or the Mechanical Section. They are the goods. They are not combatants, it is true, although they have had on occasion to take on a job of fighting. But they know the business of organisation back and forth, and inside out. There is no trade or profession that is not represented in that extremely businesslike and very extensive body of army supply, and their lines of motor-lorries (or "trucks" as you call them in America) have gone from railroads to distributing points with all the ease and certainty of an unbroken chain for two years.

I say "an unbroken chain" for a very special reason. A system was evolved at the beginning of the trench warfare by which the supply columns went forward by one line of road and returned by another; exactly in the likeness of an endless chain. If a sufficiency of roads did not exist, new ones were made. The merits of this system are obvious. By it, cross-streams of traffic are entirely avoided. There is no meeting of vehicles going in opposite directions, and as no overtaking is permitted in the columns, collisions and ditching are reduced to a minimum. Strict speed-limits are also enforced. With such a basis to work upon, it is not easy to dislocate an organisation of this sort very seriously. All you have to do is simply to extend it in the wake of the advance.

But you do not want to read any more about A. S. C. procedure; and anyway, I am recalled to happenings of the moment by a stray packet of big stuff that comes out of the sky, unpleasantly close and covers the R. E. surveying party with mud and upsets the theodolite and other road-surveying gadgets.

"Here, says the R. E. officer in charge, "take a message to the field telephone and let them tell Battery X we're being strafed." And he writes down the message in his field pocket-book that "surveying party in such and such map-square is under long-range fire. Please instruct F. O. P."

Presently the messenger returns with the verbal message that "there ain't any Effer-o-Pips," which means that the Forward Observation Posts in this section are, for the time being, at any rate, things of the past. They belong to static warfare, the weary old days of positions. The Effer-o-Pip officers are all out in front on their bicycles, having the time of their lives, while the German artillery is rumbling away to the Hindenburg or the Siegfried line; pausing only occasionally, when it seems quite safe, to fire a few parting bouquets entirely at random. They did not know of the existence of our little party.

A parting word as to field-telephone slang, which has become systematised. Certain letters of the alphabet being almost in rhyme with others, such as "C" and "P," "M" and "N" and so forth, and thus likely to become confused in spoken messages, have become words, as indicated above.

As I moved away, I was halted by an Emma Pip, who politely but firmly wanted to see my pass. I duly produced one of those Pink Passes for Pale Pressmen which form the journalists' magna charta, and the Emma Pip, otherwise the Military Policeman, was satisfied.

Queries And Answers

To Wire Ford Spotlight

Editor Query Dept.—Is it possible to connect a spotlight to the Ford magneto? Would this weaken the ignition? How about the voltage and amperage of the bulb?

Would you have enough current to run the motor, headlights and spotlight? Would advancing the spark all the way help? A. K.

Yes, connect to same terminals as headlamp wires and insert switch in line. It would take more current and would weaken spark somewhat, but could be done.

Use the same bulb as for the headlamps of the car.

Car Says, 'V. V.'

Query.—I have a 1915 Maxwell, and would like to know what causes my car to jerk and make a noise like the pronunciation of a couple of V's.

It will do this on all speeds up to twenty miles an hour, and after that speed it will run steadily. I put in a new universal cross, but that did not stop it. I think the trouble is in the transmission. M. M.

The chances are your trouble is in the engine, which fires irregularly at low speeds, and if this is the case it is a matter of valves or dirty plugs. Grind in your valves and take the carbon out of the engine and clean the plugs, and see if the trouble still persists. You should also push out the clutch and gear box with kerosene and replace the lubricant. It may be that the gear box is out of line, due to the wear in one of the transmission shaft bearings; if so, it will have to be renewed.

Connecting Spotlight On Dodge

Query.—Will you please tell me how to connect a spotlight on a Dodge car? The Dodge is a single contact system, and the Howe spotlight is double contact, with a 14-volt lamp. J. B. G.

Connect one wire to the positive terminal and the other wire to the negative terminal of the battery. Insert a switch in either wire, and connect wires to lamp terminal.

You can use your 14-volt lamp on the 12-volt battery.

Misses At Low Speed

Query.—Have a model 80 Overland with Bosch mangeto. What causes engine to miss at fifteen miles per hour? Above that or idling it does not miss. Car has just been overhauled J. M. B.

The causes for this may be, Valves require grinding, magneto magnets need recharging, leaky gasket on intake manifold or at carbureter flange, dirty spark plugs, loose connections at ignition terminals, dirty magneto distributor, leaky valve plugs, improper carbureter adjustment or cold engine.

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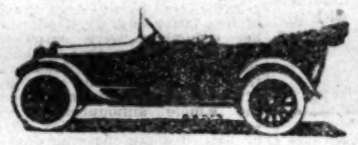

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WAR TAXED AUTOISTS ASK FOR RECIPROCITY

Automobile Association Presses Measure For Interchangeable Motor Licenses

"Offering no objection except as to a detail to the plan of its Finance Committee to include the motor car in the list of things to be taxed for war revenue, the American Automobile Association, however, does ask the United States Senate to enact the Adamson-Fittman automobile license reciprocity bill as a long-delayed matter of simple justice to many thousands of the four million-odd self-propelled vehicle users," says President H. M. Rowe of that body in a statement sent out from Washington:

"We only ask that Congress now open unreservedly the doors of every State to the residents of all other States who in the pursuit of their business and social duties should have the right to move about freely over the roads of their own country.

"The average motorist as a citizen will pay his share in whatever general war taxes are imposed. He employs a vehicle which does not absorb the acreage capacity and labor of the country in supplying its fuel. The distance covering ability of this vehicle enables many families to live outside centers of population, and thus is a notable factor in lessening the demand upon city markets and eliminates the transportation item for food products.

"We seek unlimited and unrestricted roads freedom for any automobile which has been provided with the home State number of its owner. That's the sum total of what is overdue."

Studebaker Man On Cost Increase

"The American public is gradually awakening to the fact that practically all materials entering into the construction of a motor car have been rapidly increasing in price," says F. R. Bump, manager of the New York Studebaker branch. "This fact has been brought very forcibly to the attention of the motor car buying public by the automobile manufacturers who, in their newspaper ads for many weeks past, have announced price-increases. Some of these makers have even been forced to make second increase since July 1.

"A year ago Studebaker made huge purchases and placed long-term contracts for raw materials, making it possible to continue the present low prices while other manufacturers of cars in the Studebaker class advanced their prices. But at the same time we continually warned the public that the increasing cost of labor and materials might force Studebaker to raise their prices at any time without notice. In all sincerity, and without any effort to stampede people into buying our car, we persistently urged intending purchasers to buy their Studebaker at that particular time, and make sure of a substantial saving. Now the wisdom of our reasoning is being demonstrated daily here at our salesroom.

"Because the popular demand for Studebaker cars is rapidly exhausting the materials purchased at old prices, the factory recently made an announcement of an increase in the prices of all models, to take effect September 15. This definite announcement has been the cause of a big rush for Studebaker cars. Seems as though everyone in my territory wants to take advantage of the old prices now.

Uncle Sam Will Own His New York Garage

The Post Office Department in New York is to run its own garage hereafter. The United States Government has agreed to pay $600,000 rent during the next ten years for a garage to hose 250 of its mail trucks. The building probably will cost $300,000 and will have an available floor space of 67,750 square feet. Heretofore the Post Office has mainfained its trucks in public garages, and this is the first step towards Government ownership of such buildings in New York. It is planned to have Government garages in other boroughs in the near future.

The prices of used cars will not drop below the present figures and may advance in the next few weeks, in the opinion of William F. Sternberg, manager of the used car department of the Paige-Detroit Co. Mr. Sternberg bases his opinion on the developments in the new car trade, where steady advances in prices have been made throughout the season.

Get More Mileage Per Gallon Nowadays

Better car mileage per gallon of gasoline is reported as follows from the National Automobile Chamber of Commerce:

"Considerably greater mileage per gallon of gasoline is new being got from automobiles than a few years ago. The great majority of cars are of low power, ranging from 15 to 30 horse power, with an average of about 22. By better design and construction of engines and carburetors and better carburetor adjustment the fuel consumption per mile has been reduced. In recent fuel economy contests an average of more than 40 miles per gallon was obtained by all contestants, and 82 miles by one of them."

The Great Australian Desert Conquered By The Ford Car

From Motor.

In the center of the Australian continent, there lies one of the greatest deserts in the world. Its dimensions are roughly, 700 miles in each direction and for depth of sand, fierceness of its overpowering heat and general inhospitableness, our own Depth Valley is merely a smaller, weak imitation. All day long on the surface of this stupendous cushion of sand, the tropical sun beats down. The fervent heat is stored up until night, when it is given out again. So vast is the desert region, that the moist air from the sea, which should mitigate conditions, is powerless to cool the superheated atmosphere.

So appealling is this inferno that much of it has defined the most strenuous efforts of the explorers. Many attempts have been made to chart the interior regions of the great Australian desert and some of them have ended in disaster. In 1860 a large and well equipped party under two leaders, Burke and Wills, made the journey across the desert from south to north, but in attempting the return, the entire party with one exception, was lost. This was the worst of the tragedies of the great desert, but legion is the name of the minor ones. Certainly it is not a trip that anyone would attempt in a spirit of mere vacation curiosity.

Not long ago one Francis Birtles announced his intention of crossing the great Central Australian desert in his Ford car. "Lunatic" was the mildest epithet applied to him and there was some talk of stopping the suicide party by legal means. However, Birtles persevered and in due time disappeared into the waste of sand, his little dog Wowser occupying the front seat of the Ford with his master.

After some twenty days, the friends of this latter day, dry-land Christopher Columbus, were surprised and delighted to hear that he had come safely through to his destination on the north coast. But what a story of hardship and daring lay behind the simple announcement. Birtles has since told us how, day after day, he battled along charging down steep sand banks and often becoming bogged in deep drifts, or coming to a full stop with the rear wheels lifted off the ground. Then came days of fever and depression, when he had to fight to keep his mind clear and when a single miscalculation as to speed or locality meant certain death. He has told us of the difficulty he had in snatching a few hours sleep, on account of the ants. There were many sorts of these, but worst of all were the little black ants that took possession of his bed, stinging as they crawled over him. The white ants were also acquaintances he made on the trip, but they did not become quite so familiar. When he first encountered these latter, he thought that he was approaching a herd of some strange animals, but on coming closer, the mysterious shapes proved to be mounds of earth, homes of the white ants. When these little insects are excavating for their underground city, they throw up the earth removed, until the pile sometimes reaches a height of twelve feet. As they work they mix the earth with a cement-like substance, so that the resulting mound is hard and resistant. Underneath the crusts of these mounds, in the dome, are several roofs evidently constructed as a protection to the passageways leading to the chambers and other departments of the colony.

Water is, of course, the prime consideration in crossing the desert. In the Australian waste there are a number of water holes, which afford the traveler an uncertain supply of brackish water. In using this water Birtles gives the following advice: "After finding a water hole and filling your can, before attempting to drink, boil the water, strain through ashes and reboil it. Then put plenty of tea leaves in, sweeten it well and hold your nose while you are drinking."

In the course of the trip, our adventurer had several encounters with wandering tribes of black-fellows, the fast vanishing aborigines of the Australian continent. Their weird customs and appalling filth were always a source of amusement and repulsion.

It seems doubtful that the trip was worth all the hardship. When he was laboring in the tropical sun to make some small repair on his machine, Birtles would probably have acknowledged that the game was not worth the candle, but after achieving his purpose without disaster, he looks back on the trip with satisfaction.

U.S. Cars In Russia

From Motor

The great annual reunion in Australia is the Easter Show of the Royal Agricultural Society of New South Wales, at Moore Park, Sydney. It is to this continent what the Carnival at Venice was to mediæval Europe, what the great fair at Nijni Novgorod was to ancient Russia, what the Fast of Ramadan and the Feast of Bairam are to the Mohammedan world. In other words, it is the affair of the year to which from every part of Australia men and women journey to see what new thing the world has to offer them for the ensuing year and to see how they themselves have progressed in comparison with their competitors.

This year, in spite of the baleful effects of the world war, nearly half a million people, visited "the show." And of that huge crowd at least 96 per cent carefully examined every car and motor lorry and engine on the vast ground. The Man-on-the-Land was hugely interested in the question of motor traction for the country.

The lessons to be learned by the experience of this show are that Australian buyers always purchase their first cars on appearance only. The glossy black so beloved of American manufacturers is quite unsuitable for Australian conditions. Our dusty roads call for body colors that will not show the defilement, and it was very noticeable how the buyers, after inspecting half a dozen displays, would go back to where the wife had taken a fancy to some dust-resisting color. Of course, when an old stager comes along he wants to know all about the engine, the electric starter and other mechanical details; and then when he has been satisfied as to that part of the business, he commences to talk body color.

Another lesson is that the market in Australia is voracious. The business in motor trucks has so far been only surface-scratched. But it is going to expand enormously right now if the agents can get the stocks. The lion in the path is, of course, the freight problem. Right on top of the show came the announcement of another piratical jump in freights which, if persisted in, means either one of two things—either the American manufacturer must ship chassis here and let the agents build the bodies locally, and so save freight by reduction of space, or the trade is going to be sadly crippled. It is now costing the actual price of many of the cars to bring them to Australia. In fact, the general cost of getting an American car delivered on the Australian wharf is sow anything between $650 and $750. Which is too much, and if it is persisted in, or the American manufacturer falls in some way to counter it, the trade is going to be sadly crippled, and it would not be surprising to see a number of the importing houses go out of business till the strain eases.

It is disastrous that it should be so. In commercial vehicle respects the time is ripe to push the business with all possible vigor. The war has advertised motor traction so vehemently that everybody is talking about it. In Victoria, the adjoining State, two enterprising brothers have established an absolutely horseless farm, and proved by eighteen months' experience that the horse, though a noble animal, is an extravagant, costly and wasteful brute to have on a modern farm. Also, compared to the motor tractor, he is horribly inefficient.

From one district alone in one month came orders for eleven motor trucks. A farmer had been unable to make satisfactory arrangements with the teamsters to shift his wheat crop. He rushed a five-ton motor truck from 220 miles away, and in three weeks that lorry had collected over 300 tons of wheat, and rushed it over a journey of thirty miles to the nearest railroad station or depot. The day of the teamster in that district ended with a bang, and every farmer in sufficiently large way of business decided upon motor traction for the next harvest and ordered the vehicle at once to insure delivery in time.

Predicts Shortage In Used Car Market

"From Detroit and the other motor car manufacturing centers we hear that there is more or less trouble in securing material supplies for next year's production," Mr. Sternberg says: "This is another factor that will affect used car prices in the near future. The time to buy a used car is now, before the shortage begins to show. There has never been a time when a better selection could be made."

Another Warning That Cars Will Go Up

President Of Hudson Company Says He Expects Word To Advance Price

"Some months ago," said Harry S. Houpt, president of the Hudson Motor Car Company of New York, "I called attention to the fact owing to the increased cost and shortage of materials entering into the construction of motor cars the price of automobiles was bond to advance.

"Since that time over half a hundred of the leading manufacturers have increased the price of their cars from $100 to $700 each and in the so-called medium priced or Hudson field the price of cars has been increased from $300 to $400 within the last month.

"The Hudson Company as yet has not increased its price, but any time now within a week or a month I expect to receive word from the Detroit factory that the prices of Hudson Super-Six cars have been advanced.

"Copper, aluminum, brass, sheet steel, stampings, forgings and castings, to say nothing of labor, have all advanced from 30 to 150 per cent since the war began three years ago and on no industry has the tax been greater than on the automobile.

"For this reason any one contemplating purchasing a car should buy it now, as in another few days they will have to pay a far higher price for the same machine, and next year, unless the war ends, there will be a still further increase in price."

Harding Joins Packard

W. B. Harding, sales manager for the Pathfinder Automobile Company of New York, Inc., has resigned his position to join the sales force of the Packard Motor Car Company of New York.

Mr. Harding is an old timer in the automobile line, having been with the Ford, Chalmers and Mitchell cars, in addition to the Pathfinder, and undoubtedly will be as well known in the Packard offices and with the Packard cars as he has been in the other concerns.

Mr. Harding is thoroughly familiar with the automobile business, having served in each department, and is well qualified to give the necessary information to prospective buyers of Packard cars.

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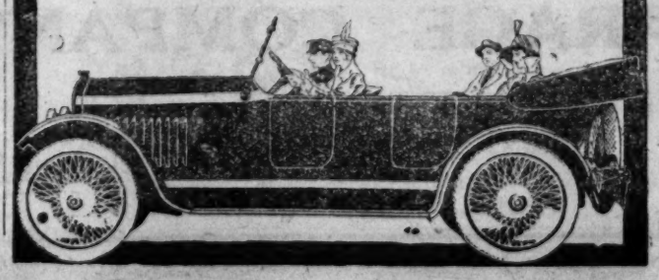

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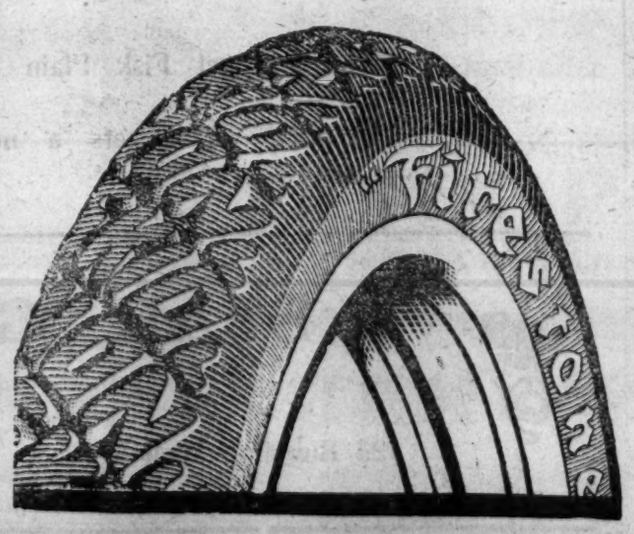

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Eliminating The Carbon Nuisance

From Motor Magazine.

Many and varied have been the substances and devices placed upon the market for the purpose of removing carbon from the cylinders of the gasoline motor. They have consisted of liquids, powders, water vapor injected into the mixture, tablets to dissolve in the gasoline, apparatus for burning out with oxygen, and even metal chains to place in the cylinder while running the motor. There is also the old reliable method of scraping with tools. I have tried the various methods personally or have seen them used in connection with other persons' cars and the following are the results that I have gathered from the several experiences.

The carbon found in the cylinder consists mainly of three substances: the hard gritty deposit left by burned excess lubricating oil, the soft powdery residue like soot due to a too rich mixture, and a small proportion of hard, insoluble, earthy material consisting of road dust sucked in with the air. Each of these deposits will be acted upon to a certain extent by one or the other of the several methods of removal. The carbon from burnt oil will be softened by some, the soot from gasoline will be dissolved or consumed by others, the earthy material is not affected by any of them, but they all yield to the oldest and most reliable method, which is scraping.

The theory of removing carbon by liquids is that of softening and loosening it so that it will be blown out through the exhaust. The great trouble with many liquids is that the most they do is to soften the carbon somewhat and dissolve the soluble portions. After several thorough trials, I found that they did not remove the hard carbon and it was necessary to resort to scraping after all. There are, however, some efficient liquid removers on the market.

Powders are of no value as they act merely like a scouring substance and produce only a negligible chemical action. The tablets that are dissolved in the gasoline are supposed to produce a more perfect mixture thereby eliminating one of the causes of carbon, but their virtues are more or less theoretical. The metal chain merely acts in a mechanical way to knock off particles of carbon as it is thrown about inside the cylinder while the motor is running. There is however, danger of damage, for I know of one case where the use of a chain damaged the seat of a valve so that it was necessary to reface it.

The use of oxygen depends on the fact that this gas is the only substance with which carbon will unite and when a jet of oxygen is played on carbon in conjunction with a flame, the carbon combines with the oxygen and passes off in the form of a gas, carbon dioxide. This method is excellent in theory but in practice I have found it is not altogether reliable in doing a thorough job, due to the fact that to remove the carbon, the oxygen must play directly upon it long enough to consume all of it and if any of the surface is untouched by the oxygen jet, the carbon will remain. It therefore stands to reason that as it is impossible to see inside of a cylinder, it is equally impossible to see that every part of the interior is reached with the oxygen jet, so that there is every chance of leaving some of the carbon untouched. Also if not handled carefully, there is danger of damaging the motor.

The newest devices are attachments for supplying water vapor which is sucked through a tube attached to the intake manifold and there combined with the fuel mixture. The action claimed is that the heat of the explosion breaks up the water vapor into its component parts of hydrogen and oxygen, the hydrogen burning and the oxygen uniting with the excess carbon, thereby keeping the cylinder clean. Some motors that are inclined to use a rich mixture will be kept fairly free from carbon by this method, whereas others that use considerable oil will not be affected so much and will need scraping to remove the hard carbon caused by burned oil because these devices act principally upon the carbon caused by gasoline.

The only thoroughly reliable method of removing carbon is by scraping. In some designs of motors, such as the T-head and removable cylinder head types, this is comparatively an easy matter, whereas in others it entails tearing down the whole motor. Wherever it can be used, however, it will be found much more satisfactory and will take little if any more time than when using some of the other devices. The carbon that causes most trouble in motors comes from the presence of excess lubricating oil which leaks past the piston rings into the cylinders and burns with the explosion. It is better to eliminate, as far as possible, the causes of the carbon by not using too much oil and by proper adjustment of the carbureter and then there will be less need of the cures.

Having seen the action of all these different types I have come to the conclusion that the best way to remove carbon is with scrapers as, except in a few cases, it can be done that will as quickly and easily as any and it is certainly more reliable.

WASTING AUTO'S POWER BY POOR VALVE ADJUSTMENT

Often Neglected Until Trouble Becomes Serious---Expert Tells Openings And Their Arrangement

By William H. Stewart, Jr.

One seldom realises the importance of correct adjustment of the valve lifters, yet the best engine in the world will lose power if these are not properly set. Since they are usually difficult to reach, dirty to handle, and do not force themselves on the driver's attention, they are neglected until the trouble becomes really serious. Of course, if they become noisy the knocking is so noticeable that the owner is forced to make adjustments immediately; but ordinarily these parts receive scant attention, and so the loss of power is attributed to either carburetor ignition, until a thorough overhauling of the motor leads to the discovery of the real trouble.

As before mentioned, they may become noisy due to the fact that the space becomes too wide. As they rise they give a hammer blow to the valve stems, causing a knock which may readily be heard. By stopping the motor, removing the valve cover plates, and shaking them up and down, the ones out of adjustment may readily be located. Sometimes several are at fault, so while about it set all of them. Examine the adjustment carefully to understand it, for much damage may be caused by twisting the wrong nut. One is the locking nut which must be loosened first. The adjusting nut is then set to the right distance and the locking nut fastened.

The opening should approximate one-sixty-fourth inch for exhaust valves, and three-one-thousandths inch for inlet valves. Use an ordinary business card as a gauge for the exhaust valve clearance. If possible to have a card the right thickness it is best to do so. This can be readily measured with a micrometer. A piece of notepaper is about right for inlet valve clearance. It will be found difficut to adjust the space correctly unless the following directions are followed: Place the desired gauge in space and screw adjusting nut until it touches. Now unscrew it either one-sixth or one-fourth turn. Then lock the nut that holds it in place. Try the gauge and see if it has just a slight friction. The reason for unscrewing the adjusting nut is that the locking nut pushes it up and so throws the adjustment out of true.

If the clearance becomes too great the valves open late and close early. Since they should move exactly as the designer intended, it is evident that the engine will lose power if both ends of a stroke are cut off. If the clearance is too small the engine will lose compression and with it a great deal of power. This is due to the fact that as the engine heats up the valve stems lengthen. As they grow longer they use up the space between valve stem and valve lifter. If the space is too small the valve stem rests on valve lifter. As it lengthens the head of the valve is lifted off its seat in the cylinder, opening the valve and so losing compression.

It will be evident from this that valve clearance is one of the important things about a motor and one that should be borne in mind and inspected whenever one looks for causes of lost power.

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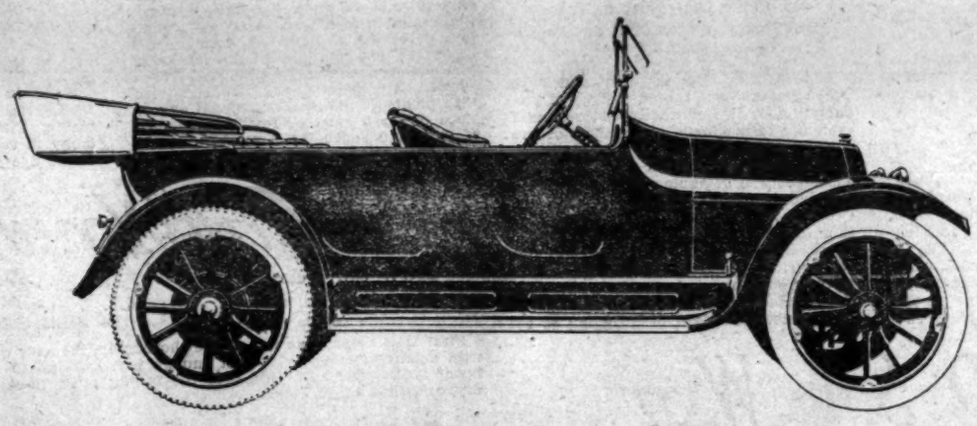

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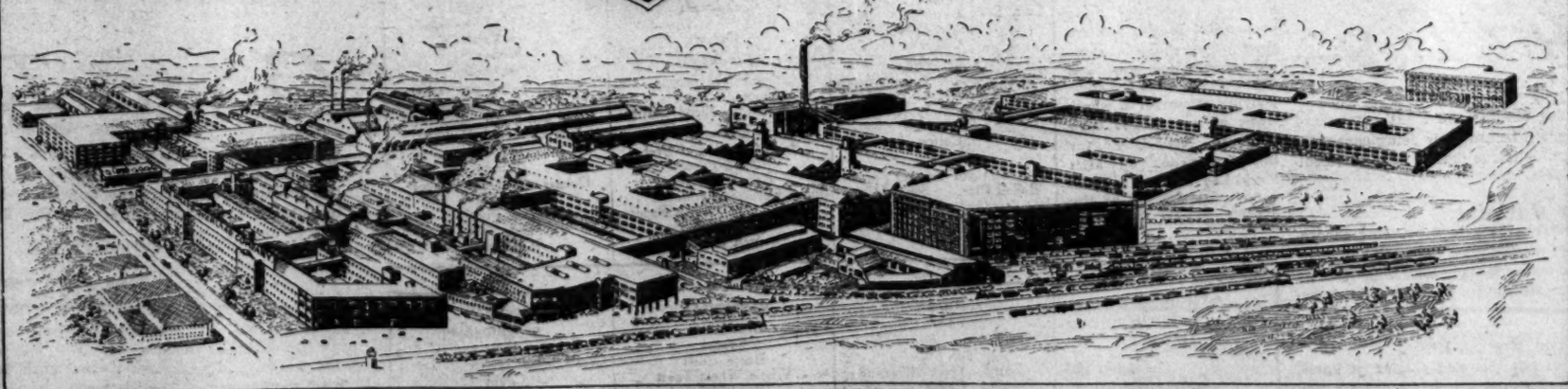

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New Things Every Woman Ought to Know

Just How Minerals Feed Our Bodies

By Harvey W. Wiley, M.D.

The Famous Authority on Pure Food, Sanitation and Health

IN a general way, the plant and the animal are distinguished as regards their nutritional needs by the character of food each requires. We think of the animal as living solely on organic materials, such as flesh, fruits, cereals, vegetables, etc., while we regard the plant growing in the soil as living solely on inorganic material, such as potash, phosphorus, nitrogen, oxygen, carbon dioxid, etc.

In the main, this assumption is correct, but in detail it is not so. There are many plants, such as mushrooms and other fungi, that live largely on organic constitutents in their foods.

This requirement of the animal is of a double nature. In the first place, inorganic matter, such as phosphorus and lime, is required for purely nutritional or growth purposes.

These two elements nourish particularly the bones of the body, though they are found —especially phosphorus—in nearly all the tissues. Iron also is an important and perhaps necessary constituent of the blood, and other minerals play various roles in the animal economy.

In the second place, mineral substances are indispensable to living organisms in securing the movements of the liquids of the body, as, for instance, in the circulation of the blood. The direct impulse is given by the action of the heart; but the heart would refuse to act if the blood were deprived of its mineral constituents.

This is demonstrated in cases of very weak heart action, due to depletion of the mineral constituents of the blood, where the injection of a weak salt solution, known as physiological salt, will stimulate the heart's action, and often tide the patient over a crisis and save life.

Dr. Wiley's Question Box

KINDLY tell me where I can obtain real brown rice.—V. E. F.

You will be able to obtain the genuine brown rice from any of the following concerns: Otto Carque, Los Angeles, Cal.; Francis H. Leggett and Company, New York; Seaboard Rice Milling Company, Galveston, Texas.

ALTHOUGH my icebox gets plenty of light and air it is infested with black beetles. How can I get rid of them?—MRS. C. M.

This office has no information on the extermination of insect pests. I am, however, requesting the Bureau of Entomology of the United States Department of Agriculture to send you their Bulletin No. 4, entitled "Household Insects," and trust that you may find therein the assistance you require.

IN preserving eggs in water glass should they be allowed to remain in the liquid, and if so how long? —READER.

The eggs must be covered with the liquid as it is not sufficient simply to dip them Use pure water that has been thoroughly boiled and then cooled To each ten quarts of water add one quart of water glass. Pack the eggs in the jar and pour the cold solution over them. Do not wash before packing and pack only strictly fresh, clean eggs, which are not cracked or checked. One cracked egg, which spoils, may impart a bad flavor to the whole pack. Keep in a cool, dark place. It is found the best to pack the eggs immediately after each day's gathering rather than to hold them until a sufficient number has been accumulated to fill a jar. See that the eggs at the top are submerged under at least two inches of the liquid, and keep the jar covered at all times to prevent evaporation. Eggs preserved in this way can be successfully kept for as long a time as one year.

PLEASE tell me something about aspirin. What would be the effect of taking forty grains of it a day for two weeks?—J. F. F.

Aspirin acts like salicylic acid over which it possesses the advantage of producing less of the undesired local and systemic side effects, on account of the slow liberation of the salicylic acid. It is said to pass the stomach unchanged, the decomposition beginning in the intestine. It is more or less powerful, however, and I consider that any continual drugging of this sort is dangerous and undesirable, especially without medical advice and supervision. It is not curative, and efforts should be made to do away with the headaches and nervousness by hygienic means instead of drugging to relieve the pain indefinitely. The effect of taking forty grains of aspirin a day for two weeks would probably be fatal.

PLEASE tell me how the yeast used in beers is made?—E. B.

It is impossible to explain here the method of brewing yeast, but you will find full details in any work on the technology of brewing. Of course you have to have the seed to begin with. Yeast grows abundantly during fermentation, and is collected in large quantities and sent into commerce as fresh or compressed yeast.

IS it true that milk is deficient in the lime the body needs?—ROB.

No, on the contrary, milk contains large quantities of lime.

PLEASE recommend a diet that will help overcome anxiety and cure nervous indigestion.—MARY D. S.

I could not advise you how to overcome anxiety unless I knew the cause thereof. Plain, simple food is good for the condition described as "nervous indigestion." I confess, however, that I do not know what "nervousness indigestion" is. Whole wheat and corn products, unpolished rice with plenty of milk, an occasional egg or piece of fresh meat or fowl with plenty of fruit and succulent vegetables would form an ideal diet for your condition. Be sure, however, not to eat too much, which is a fault quite common to the American people.

Dr. Harvey W. Wiley.

I HAVE been told that white oak bark steeped in boiling water and mixed with bay rum will make the hair grow, and also darken it. Please tell me if this is so and if there is any danger in its use.—MISS M. E. S.

No hair dyes can be recommended. Dyeing is unesthetic, as well as unhygienic. The hair soon becomes dead and dingy in color and repeated applications of the dye must be made, so that the results are undesirable from the standpoint of beauty, as well as from that of cleanliness and health. The health of the hair depends largely upon the health of the body, nervous condition, circulation, et cetera, so that attention to the general health is the best means of preserving a good head of hair and aiding its restoration after falling. In addition to this the hair should be shampooed often enough to keep the scalp clean. This shampoo is best taken with a pure soap such as ivory, castile, tar or liquid green soap, and soft water, followed by a massage with a little carbolated vaseline applied with the finger tips. So-called hair tonics owe any efficiency which they may show largely to the massage with which they are applied, as this massage keeps the scalp in good condition and thus aids in the growth of the hair

KINDLY suggest a diet that will relieve chronic constipation, and make it unnecessary for me to take so much mineral oil.—A. B. C.

Eat whole ground cereals and a generous amount of fruits and succulent vegetables. Eliminate tea and coffee and any excess of meat and eggs. By following this course you will, in my opinion, need very much less oil.

WHAT is acidosis?—R. E. C.

Acidosis is an abnormal condition of the metabolism in which large quantities of acids are produced in the body and also taken with the food. The most common acid produced in the body is oxybutyric. Acetone is also produced in large quantities in these cases. Both of these appear in the urine. The acids, which are taken with the foods, are sulphuric and phosphoric, principally.

What's Correct To Do, Say and Wear

By Mrs. Cholly Knickerbocker

The Celebrated Arbiter of Good Form.

IS it proper for a girl to take a friend into the house the first or second night he takes her home?—G. K. H.

By all means. It would, in fact, be a distinct breach of courtesy for you to fail to ask him into your home for a few moments the very first night he acted as your escort—unless, of course, the lateness of the hour precludes this possibility. In such a case, a graceful word or two about the time, indicating that otherwise you would have been pleased to ask him in, will be sufficient.

SHOULD creamed peas, cauliflower, carrots, etc., be eaten with a fork or spoon?—P.

With a fork, of course; vegetables should not be scooped up with a spoon, except in very rare instances, when the dish is more watery than solid. In such a case, a spoon is sometimes permissible.

I HAVE known a young man for eight months. When I meet him at the theatre is it my place to speak to him first, or his place?—E. O.

It is always a lady's privilege to speak first no matter where you meet.

IS it proper to place the knife on the right edge of the plate when not in use? (2) Where is the fork placed while food is being chewed? (3) Where are knife and fork placed at the completion of the meal?—K. L. R.

Yes, but the fork should be placed entirely on the plate and not rest partly on the plate and partly on the table. (2) The fork can be held lighly in the right hand while the food is being eaten, or it may be laid on the edge of the plate. (3) Upon the completion of the meal place the knife and fork side by side across the centre or on the right edge of the plate.

THERE is a young man in this town whom I like very much. When I meet him he is polite and always speaks cordially. How can I win his love without his knowing I am trying to?—S. B.

Buy him a thousand cigarettes, my dear! You can at least win his gratitude, and gratitude is akin to love, you know. But seriously, I fear you cannot win his love entirely without its knowledge, for men are so constituted that they know instinctively when a lady desires to win their love, and why. But if you conduct yourself in a perfectly modest, lady-like manner and make yourself as charmingly attractive to him and to other men as you know how, I do not see why he might not fall in love with you. Take heart of grace and remember Kipling's strictures on the "deadliness" of the female! Make up your mind that you are going to win this young man for yourself and it stands to reason that the poor, helpless man will not have the slightest ghost of a show.

I WAS very ill a short time ago. While in the hospital a friend of my husband's sent me a bouquet of flowers. My husband thanked him personally. Is it proper for me to write him a note of thanks also?—O. N. T.

Your husband's thanks are not sufficient. You should write a brief note yourself telling him how much you enjoyed the flowers and how grateful you are to him for his thought of you.

IS it proper for a widow of two months to wear a moire coat? What is the correct length of time for wearing a widow's veil?—MRS. M. H.

No; a moire coat would not be proper until the year of mourning is over. The widow's veil should be worn at least one year, but it need not be worn any longer except in the case of an elderly lady who intends to cling to a modification of this costume for the remainder of her life. The latter should wear her veil a year and a half or two years before substituting a bonnet and rear drapery of light-weight nun's veiling.

Making Your Housework Easier

By Mrs. Christine Frederick

The Distinguished Household Efficiency Expert.

HOW can I clean jute velour portieres? MRS. G. D.

First take them down and shake thoroughly, then try covering with magnesia mixed with just enough pure benzine to make a moist mass. Spread evenly over the fabric; allow to stay until dry, and then brush clean.

WOULD you advise me to take down my lace curtains during the Summer?—W. R. C.

It certainly would be an advantage to lay away the long trailing curtains during the months when wind and dust play havoc. Either leave the window bare or use side curtains of still length only made of ten-cent scrim or some of the pretty figured Japanese or other towellings. That is, do not have any curtains over the glass of the window itself; merely at the side to give a touch of brightness.

HOW can I wash a baby Bengaline cap that is padded with cotton batting; or should I have it cleaned?—B. T.

Wash the cap in gasoline, without removing the lining. Do the work outdoors, being careful to keep away from flames.

HOW can I remove food stains from a silk dress?—MRS. J. M'L.

Try sponging the spots carefully with a wad of cotton dampened in cold water and a little white soap. If this does not remove them treat with benzine on a small piece of cotton, rubbing carefully so as not to enlarge the original stain.

DO children's clothes made of crepe material need to be ironed?—MRS. P. R.

They need not be ironed, and for this reason all such materials make for saving in laundry work. The garments, however, should be very carefully hung on the line, shaken into shape, and many times dried on the stretcher to get the best results. If there is a collar, belt or cuffs of some other material, naturally it needs to be ironed.

I FOUND a small black insect in a package of cornmeal. Is it safe to use the meal? G. F.

You probably found a weevil, quite common at this season of the year. Run the meal through a flour sifter before using. You should try to use up all meal and open cereals before the hot weather, as it is not wise to keep a quantity of floury foods over the Summer season. They should all be kept in as cool and well ventilated a place as possible.

HOW shall I keep my brooms and dustpans? They get so untidy when left in a corner. MRS. M'N.

Some form of house closet devoted to keeping brooms, buckets and all cleaning utensils is a great convenience. You should place a roll of right-angled cup-hooks at intervals of four inches into a wooden strip placed about six feet from the floor. Then insert a strong screw-eye (such as used on pictures) into the tip of the handle of each broom so that it can be hung easily on the hook, each in its proper place. The floor of such a closet should be about a foot wide to accomodate scrub buckets, cleaning fluids, etc., and it is handy to have a narrow shelf on which may be placed bottles of poisons and other cleaning preparations.

WHICH are better, the adjustable screens or those that fit over the entire window? MRS. T.

If the house is a permanent one, it would certainly be a good investment to have screens made to fit the entire window. This permits the window to be aired top and bottom, and is more mosquito-proof than the adjustable screens, which always have some space at the top where they do not fit permanently against the window. Tacking netting, either wire or cotton, over the window will give the same result. In kitchens and bathrooms, especially, the screen should be placed at the top rather than bottom of window in order to allow odors to escape as fully as possible. Only white netting (not barred) should be used to cover a baby-crib or bed. Never use green or the heavily barred kind, which is trying on the eyes.

WHAT disinfectant can I use around the house, especially in Summer? Most of the bought kinds seem so dear.—MRS. O. D.

Kerosene is the cheapest all-round disinfectant which you can pour into sink drains, cellar traps, garbage buckets and toilet seats. Chloride of lime, at 10 cents a can, also makes an effective, cheap disinfectant. It should never be used in a house toilet because it is likely to cause clogging by forming into a solid in some portion of the pipe.

HOW can a child's white chinchilla coat be washed?—MRS. P. C. M.

By using great care it can be washed in a warm suds solution with a white soap, to which borax is added. Rinse thoroughly do not squeeze or pull. Place on a coat hanger and dry in a warm place. The important points are to use only tepid water, work quickly and dry in a warm temperature.

You Might Try

Biscuits on Ice.

MAKING up a batch of baking powder biscuits the night before and putting them on ice until morning will insure their being especially light and fluffy. They will be even more delicious than if baked immediately after being mixed.

Cheesecloth for Curtains.

A DELIGHTFUL and inexpensive effect can be gained by using cheesecloth for window curtains. They can be stencilled to match any color scheme or bordered with a running design in feather stitching. But as cheesecloth shrinks very badly, due allowance must be made for this before they are washed.

Whipped Cream on Feathers.

IN cleaning feathers make a mixture of gasoline and plaster of Paris, which must be stirred together thoroughly until it looks exactly like whipped cream. After being dipped in this combination the feathers should then be hung in the open air until all the gasoline has disappeared. Now shake out the feathers and they will be beautifully fluffy and clean.

Hanging Wet Window Curtains.

HAVE net curtains washed with especial care, but not thoroughly dried. They should not be put up while wet enough to drip, but they will hang much straighter if they are hung at the windows while they are still a trifle wet. When dried in this manner they will fall more evenly and gracefully than if ironed in the usual way or stretched on curtain poles.

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but are tired of serving the same old combination over and over again, the accompanying menu for a whole week of meals have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY	TUESDAY	WEDNESDAY
Breakfast	*Breakfast*	*Breakfast*
Fruit	Cantaloupes	Stewed Apples
Corn Sally Lunn Butter	Rolls Butter	Poached Eggs on Toast
Sponge Cake	Coffee	Corn Muffins
Coffee	*Luncheon*	Coffee
Luncheon	Sliced Cold Tongue	*Luncheon*
Stuffed Peppers, Tomato Sauce	Puree of Spinach	Spinach Salad (lef tover)
Whole Wheat Bread	Iced Tea with Sliced Orange	Hard Cooked Egg Garnish
Stewed Apples	*Dinner*	Bread and Butter Sandwiches
Lemon Ice	Roast Cannelon of Beef	Iced Cornstarch Pudding
Coffee	Onion Puree	Coffee
Dinner	Baked Potatoes	*Dinner*
Meat and Tomato Pie	Sliced Cucumbers with	Dolmas with Tomato Sauce
Boiled Rice. Stewed Corn	Green Peppers	Noodles
Grape Frappe	Huckleberries	Cherry Pudding
Wafers	Iced Coffee	Hard Sauce
Iced Tea		Iced Coffee

THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*
Berries	Puffed Rice Sliced Peaches	Grapes	Figs
Green Corn Gems	Top Milk	Bacon Curls	Cream Sauce Omelet Toast
Soft Boiled Eggs	Toast Nut Margarine	Whole Wheat Toast	Coffee
Cereal Coffee	Coffee	Apple Jelly	*Dinner*
Luncheon	*Luncheon*	Coffee	Cold Meat Loaf (sliced thin)
Banana and Shredded	Vegetable Salad	*Luncheon*	(prepared on Saturday)
Peanut Salad	Corn Bread Sticks	Corned Beef Hash	Soup New Peas
Whole Wheat Bread	Raspberry Jiffy-Jell	(left from Thursday dinner)	Beet Salad
Lemonade	*Dinner*	Dressed Lettuce	Vanilla Ice Cream
Dinner	Baked Fish	Wafers	Wafers
Corned Beef	Riced Potatoes	*Dinner*	Coffee
Boiled Potatoes	Stewed Tomatoes	Vegetable Souffle	*Supper*
Sliced Tomatoes	Lettuce and Cucumber Salad	Parker House Rolls	Assorted Sandwiches
Squash Boiled with	Diet Dressing	Tomato Salad	Huckleberry Gelatine
Young Onions	Peaches	Sliced Peaches	Iced Tea
Small Cups Coffee	Small Cups Coffee	Coffee	Sponge Cake

Good To Eat

DIET DRESSING.

RUB salad bowl with a bit of onion. Mix one-half teaspoon mustard with a pinch of salt and paprika. Add one-quarter cup vinegar and two teaspoons tomato catsup or walnut or Worcestershire sauce. One teaspoon finely chopped chives and one finely chopped hard boiled egg may be used if desired.

PINEAPPLE FRAPPE.

MAKE a syrup by boiling two cups water and one cup sugar fifteen minutes. Add the juice of three lemons, one shredded pineapple (or one can of shredded pineapple). Cool, strain, add two cups ice water and freeze to a mush, using equal parts ice and salt. If fresh fruit is used, more sugar will be required.

MEAT AND TOMATO PIE.

THIS is an excellent way of using up small quantities of either cold beef or mutton. If fresh tomatoes are used, peel and slice them; if canned, drain off the liquid. Place a layer of tomato in a baking dish, then a layer of sliced meat, and over the two dredge flour, pepper and salt; repeat until the dish is nearly full, then put in an extra layer of tomato and cover the whole with a layer of bread crumbs. If the quantity of meat is small, boiled potatoes may be added. Bake from thirty minutes to one hour.

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, SEPTEMBER 30, 1917

MR. YIH RIDES 3 KIANGWAN FIRSTS

Steers Ayame In When Klodshans Refuses To Face The Starter

SMETANA LIVES AGAIN

Obituary Written, But It Wins Handsomely; Mushkin Is The Real Casualty

In the most perfect weather and with a course as good as could be wished for, so far as fast running was concerned, though a trifle hard on the ponies, the International Recreation Club gave a good start to the Autumn racing season, at Kiangwan, yesterday. There was a fair crowd present, who found a much better card than they anticipated and very fine racing resulted.

It was Mr. T. U. Yih's day and no-one could have wished for anything better. Many a man will ride a pony wellnigh to death and do nothing with it, but here is a fine sportsman who is always ready to ride himself right out and all too often gets little reward. Yesterday he rode three rattling good winners and the cheers which greeted his return to the saddling paddock showed in what esteem he is held.

The card opened with one of those impossible polo pony dashes over three furlongs, with the start meaning everything. Mr. Vida was well up to his reputation, got a fine start and walked away with Peronne.

Ye Illusionist has been known almost exclusively as a steeplechaser, but Mr. Liou brought it along in slashing style to win the Mid-Autumn Plate in the easiest fashion for its new owner.

Smetana's obituary was published recently, but ponies have a knack, like many great men, of doing their best after being presumed dead. With Mr. Johnstone up, Smetana ran the greater part of the race for the Patriotic Plate lengths and lengths behind and then, in the last quarter, simply strolled round the field, to win as it pleased. It wasn't Smetana, but Mushkin, its stable companion, who died of a heat stroke.

Next came Homefield, with another comparatively easy win added to its already fine record—owner up and nobody could have ridden it better. For the Mart Plate, Ayame, late Klodshans, was a big order, but it would not face the starter and, with such formidable opposition removed, Gold Bar was the easiest of winners.

A selling plate followed, with another win for Mr. Yih, Milkway finishing strong from the highly-fancied Omedeto. Mr. Morriss made up for it in the next race, showing that there was no denying that very strong pony Wakefield, who could have beaten Mechanism by vastly more than the official length had it cared to.

The New Park Handicap brought another surprise, though it was not reflected in the betting. On form, anything but The Kangani might have been expected to win, yet Mr. Yih, nursing the pony beautifully, gained it the verdict by three lengths. That highly consistent animal Railway finished up the day by winning the non-winners race, but only by a neck from Recommendation.

The second day's racing starts tomorrow at 1.45. Yesterday's results follow:

1.—The Polo Dash Plate.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies that have been playing polo regularly this season. Catch weights, 155 lbs. Winners of a race of 5 furlongs or under barred. Jockeys who have ridden more than 4 winners, to carry 5 lbs. extra. Ponies, entered, to be passed by the Committee of the Polo Club as having complied with above qualification.—3 furlongs.

	lbs.
Mr. Perchang's grey Peronne, Mr. F. R. Vida	160—1
Mr. Ezra's cream Kingsmead, Mr. J. I. Ezra	160—2
Mr. Tiga Tuan Kongsee's bay Ampat, Mr. W. Hill	160—3
Mr. Day's cream The Chopper, Mr. C. R. Burkill.	160—0

Two lengths; a neck. Time, 44 4/5 secs.

Pari-mutuel. To win $14.60. Places, 1st: $5.90, 2nd $18.90.

Cash sweep. 1st ticket 242, 2nd 279, 3rd 102. Unplaced, 232.

2.—The Mid-Autumn Plate.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies. Weight for inches as per scale. Non-winners since January 1, 1917, allowed 3 lbs. Ponies that have not won a race of 1 mile or over allowed 3 lbs. in addition. Any classic winners of 1917, 7 lbs. extra. Ponies that have won 3

(Continued on Page 2)

S. C. C. CRICKETERS DEFEATED BY REST

Tait Stars With Innings Of 72; Barrett Totals 65 Of Winners' Score

By Domino

Capt. Barrett won the toss yesterday afternoon on the S. C. C. ground and sent the club in to bat. The game was advertised to start at 1.15 p.m., but as a matter of fact the first ball was not bowled until well after two o'clock—so what is the use of leaving your dessert to see the start.

The S. C. C. began in the most alarming style. Four wickets went down for 27, but thanks to the arrival of Tait and Vine the score board presented a healthier appearance.

Tait really makes me smile. He plays cricket at its best. He steals runs. He makes runs. He hits hard, and like a good sportsman, he takes any amount of chances. As a matter of fact he did not do anything very wrong until he had passed the 50 mark, and then he gave three chances in quick succession. Previous to this, his cricket was free and safe. Tait scored 72 out of 152. Figures speak for themselves. Well done Tait! Next week a match is suggested between the married men and single. The losers pay for tiffin. Tait is married—so am I—so we ought to win. Let the "Stagg" party do its worst.

The S. C. C. tail wagged, and after 7 wickets were down for 85, the innings closed soon after 4 o'clock for 152. Mr. Extras was quite prolific, gathering no less than 23. Mister Haynes!

The weather was rather cold for cricket, and perhaps that had something to do with the fielding. The Rest' seemed to have a great objection to handling the ball at all. They refused chances both in the air and on terra firma. While we are on the subject it might be mentioned that the S. C. C. were little better when they came to dealing with the leather.

The Rest opened up with Capt. Barrett and Haynes. Nothing of note happened until Cooper joined the former. Then a big stand was made. Runs did not come very quickly, but the cricket was always interesting. Barrett had a fancy for some wonderfully good strokes past cover, and it is worthy of note that he was instrumental in scoring two fives—all run out—during the game. He placed 65 to his credit before Whitehead got rid of him by an extraordinary delivery. Cooper made 32 of the best.

With the light going fast, Quayle went in, and it was entirely due to his plucky play that the match ended in a win for The Rest, instead of the anticipated draw. He hit hard all round the wicket, and in one over he hit Vine three times to the boundary.

Walter Wilson, who partnered him, helped the good work along in fine style. The innings ended for 155, thus giving the win to the Rest by four wickets.

S.C.C.

W. C. G. Clifford, c. and b. Quayle.	1
H. Middleton, b. Quayle	3
E. G. B. Lover, b. Quayle	0
E. G. Tait, b. Bhoora	72
E. G. Norman, b. Quayle	2
S. Vine, b. W. E. Wilson	17
W. E. Anderson, b. W. E. Wilson	0
G. M. Billings, c. Barrett, b. W. E. Wilson	0
W. C. Foster, c. Haynes, b. Quayle.	10
C. C. Whitehead, b. Quayle	12
C. C. Cheetham, not out	12
Extras	23
	152

Bowling Analysis

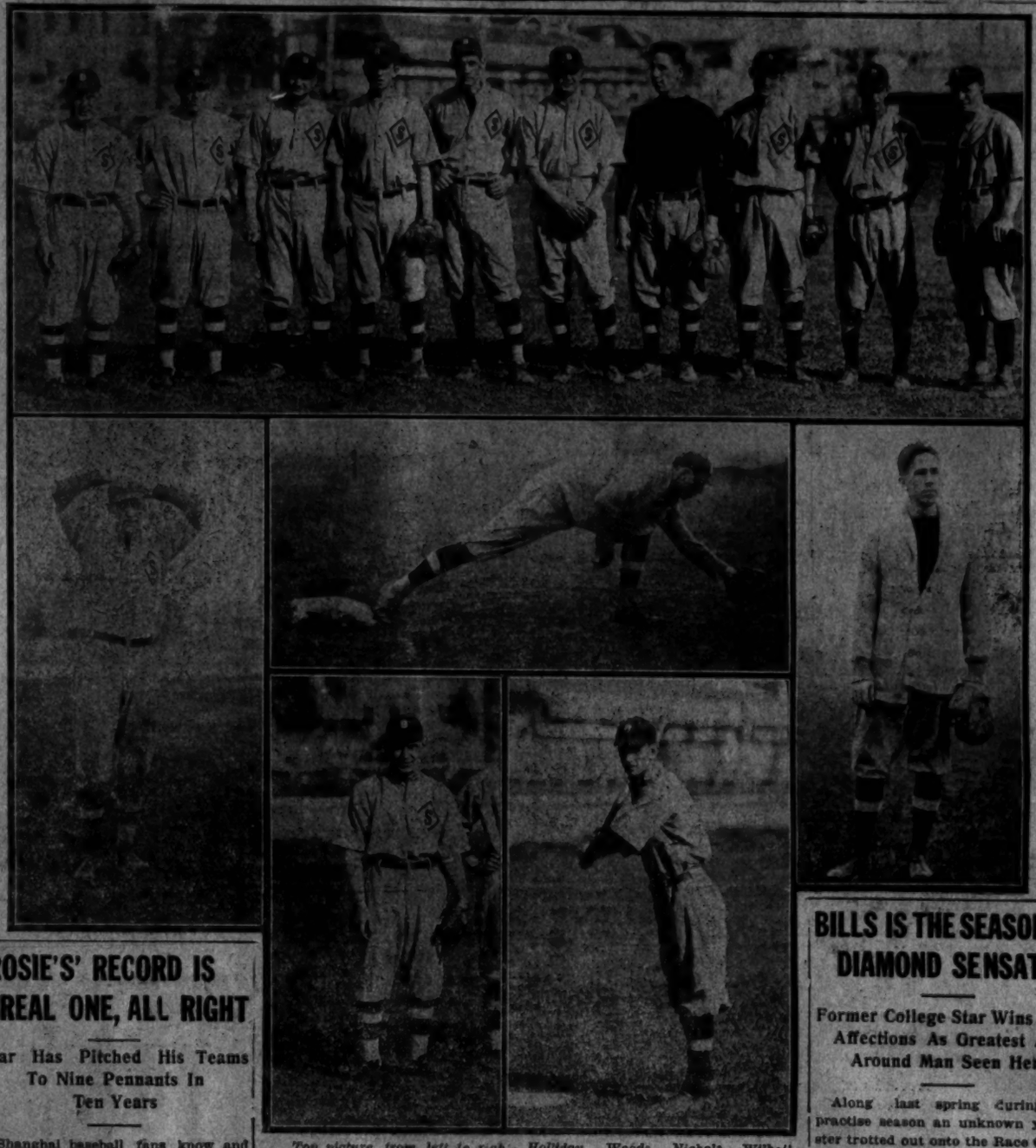
	O.	M.	R.	W.
J. Quayle	15	3	48	6
C. H. Bhoora	9	3	37	1
T. Main	3	0	18	0
W. E. Wilson	6	1	28	3
G. Sale	2	1	3	0

Rest

E. I. M. Barrett, b. Whitehead	65
W. J. Haynes, c. Clifford, b. Billings	9
C. H. Bhoora, b. Clifford	0
H. J. Cooper, b. Vine	32
J. J. Ellis, b. Clifford	14
J. Quayle, not out	26
F. Milner, b. Clifford	0

(Continued on Page 2)

Stars Of The All-Shanghai Baseball Team In Season Just Ended



Top picture, from left to righ—Holliday, Woods, Nichols, Wilhoit (Captain), Tinkham, Ollerdessen, Bristow, Swift, Bills, Pomeroy.

Center—Captain Cy digging one out of the mud for a close decision at first.

Sides—Tinkham and Bristow, star battery.

Bottom—left, Holliday, star shortstop and secretary of the Club, and right, Bills, Shanghai's greatest all-around player.

'ROSIE'S' RECORD IS REAL ONE, ALL RIGHT

Star Has Pitched His Teams To Nine Pennants In Ten Years

Shanghai baseball fans know and venerate "Rosie" Rosenberger of the Navy as one of the greatest, if not the greatest of all the baseball pitchers who have appeared on the local diamond. They know that his smoke and dazzling array of twisters invariably spell defeat for the Shanghai team, and last year they watched him pitch his ship, the Brooklyn, to the championship of the U. S. Asiatic fleet. He has never been beaten in Shanghai. But probably most do not know that "Rosie" packs a ten-year record around with him which might well excite the envy of any pitcher who ever gripped a baseball.

"The Grand Old Man of Navy Baseball" and the "Iron Man of the Fleet" are a couple of the appellations that "Rosie" labors under. The reason being that during the past ten years he has pitched his teams to no less than nine championships. And from the showing he made during the recent Brooklyn series here, he is far from through with the game today. Following is a sketchy narrative of his baseball career.

"Rosie" first began to attract attention in the world of baseball during the seasons of 1907 and 1908, when he developed into the principal hurler for the Albany team in the New York state league. With that record behind him he stepped into Uncle Sam's service on board the Nebraska of the U. S. Atlantic fleet and met Ike Eysinger, familiar figure with Shanghai rooters a year ago.

His first year on the Nebraska, "Rosie" pitched the vessel's team to the championship of the United States Navy. Then for the next five seasons, from 1910 to 1914, he led his nine to five successive championships of the Atlantic fleet. In 1914, when things began popping down in Mexico, "Rosie" was transferred to the battleship Arkansas. Eysinger was included in the shift and the battery worked so well at Vera Cruz that the Arkansas walked away with the championship of the Army and Navy. In 1915 the star battery made another move, going to the Brooklyn, then cruising in Atlantic

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Shanghai's Averages Against The Navy

Following are the highest batting and fielding averages of the Shanghai players in the season's All-Navy All-Shanghai games:

BATTING.

Name.	Games.	A.B.	H.	Av.
Ollerdessen	4	20	11	.500
Wilhoit	21	91	41	.451
Holliday	18	75	24	.320
Woods	20	72	23	.319
Swift	8	28	8	.289
Swan	5	19	5	.263
Bills	15	65	17	.262
Tinkham	20	72	18	.250
Bristow	16	68	17	.250
Turner	5	17	4	.235
Pomeroy	13	39	8	.205
Blanco	4	13	2	.153
Porterfield	3	13	2	.153

FIELDING.

Name.	Games.	P.O.	A.	E.	Av.
Ollerdessen	4	6	0	0	1.000
Blanco	4	4	0	0	1.000
Wilhoit	21	147	16	9	.948
Tinkham	20	24	29	3	.946
Woods	20	58	23	5	.942
Bristow	16	116	28	13	.917
Bills	15	54	30	9	.903
Swan	4	2	14	2	.838
Turner	5	6	12	3	.857
Holliday	18	26	24	15	.769
Pomeroy	12	8	5	7	.650
Swift	8	4	7	6	.647

The All-Navy v. All-Shanghai series for the season stood:

	Won.	Lost.	Pct.
All-Shanghai	17	5	.773
All-Navy	5	17	.227

The averages given below are those of the five-game series played between All-Shanghai and the Brooklyn team.

BATTING—All-Shanghai.

Name.	Games.	A.B.	H.	Av.
Bills	5	18	9	.500
Swift	3	11	4	.364
Woods	5	15	5	.333
Wilhoit	5	19	5	.263
Sokall	1	4	1	.250
Tinkham	5	17	4	.235
Porterfield	3	9	2	.222
Hadley	2	5	1	.200
Turner	3	11	2	.182
Stephenson	2	6	1	.167
Maloney	2	7	1	.143
Bristow	5	18	1	.056
Roberts	2	4	0	.000
Watts	1	4	0	.000
Duffy	1	3	0	.000
Blanco	1	3	0	.000
Team Avs.	5	153	36	.237

Brooklyn's team average was .234 and Gage, outfielder and emergency short-stop, led the hitters with an average of .550.

FIELDING—All-Shanghai.

Name.	Games.	P.O.	A.	E.	Av.
Bristow	5	24	10	0	1.000
Porterfield	3	2	4	0	1.000
Roberts	2	1	0	0	1.000
Hadley	2	0	1	0	1.000
Sokall	1	2	1	0	1.000
Duffy	1	1	0	0	1.000
Bills	5	13	16	3	.933
Wilhoit	5	38	1	3	.929
Tinkham	5	5	6	1	.917
Stephenson	2	5	2	1	.875
Swift	3	3	3	1	.857
Woods	5	13	4	3	.850
Turner	3	5	2	2	.777
Watts	1	2	1	1	.750
Maloney	2	5	3	6	.573
Team Avs.	5	113	64	20	.896

The Brooklyn, as a team, fielded .961 per cent, aggregating only 7 errors during the five games.

BILLS IS THE SEASON'S DIAMOND SENSATION

Former College Star Wins Local Affections As Greatest All-Around Man Seen Here

Along last spring during the practise season an unknown youngster trotted out onto the Race Course diamond where they were rapping out grounders to the infield. One of these came sizzling through in the remote vicinity of the newcomer and as he smothered it and whipped it over to first the hardy pre-season fans in the bleachers sat up and took notice. They've been sitting up and taking notice ever since.

The stranger was Frederick P. Bills, one-time star shortstop for Cornell University, now of New York City and delight of baseball loving Shanghai during the past season. If you had taken a poll of the stands and bleachers at the conclusion of this year's playing the fans would have been unanimous in telling you that "Bills is the greatest all-around ball player we've ever had a glimpse of on these grounds." And the figures would bear the statement out.

Since Bills began playing with Shanghai last June—he was away for a time following the practise season—he has held down practically every position on the team. And whether at short, on third or second, in the pitcher's box, as catcher or in the outfield, he played the same stellar, thrill-dispensing game. When Holliday was vacationing Bills did the shortstopping and when "Doc" Clapp was disabled he went in at third, and in those positions he covered as much ground as Buck Weaver of the White Sox and pulled off plays which, as the sports writers love to tell you, electrified the stands. When Shanghai pitchers got in trouble and the staff was short he went into the box, and opened up an assortment of spitters, round-house benders and fast ones that humbled the Navy's sluggers. When Bristow was away he put on the big mitt and took up the receiving end for Shanghai, catching heady and errorless ball and shooting aspiring base stealers down at second with deadly accuracy. With the stick he was consistently there with the necessary hit.

Bills played grand baseball throughout the season, but it was

(Continued on Page 2)

BASEBALL SEASON IS GREAT SUCCESS

Good Playing, Healthy Finances And Increased Interest Mark Year's Efforts

TEAM HAS FINE RECORD

Only Bad Beating Is Administered By Crack Brooklyn Aggregation

The Shanghai baseball season closed this year as undoubtedly the most successful season of local diamond history. From a financial point of view the outcome was entirely satisfactory to the Baseball Committee and, what is more important to the town at large, the brand of baseball played by the Shanghai team was consistently good.

Interest in the sport was never so great as this year and the Club membership, under the efforts of Mr. Walter Holliday, the hard working secretary, jumped from last year's total of 150 to 294.

Not counting several practice games played at the start of the season there were some 50 contests staged at the Race Course during the summer. The All-Navy v. All-Shanghai series, running throughout the season, comprised 22 games, of which Shanghai won 17. The two Red and Blue Sox series produced some of the best playing seen. The first series was won by the Blues, captained by Tinkham, five games to four. A Navy team was included to make the next series a three-cornered affair and the Reds, led by Sammy Woods, walked away with the honors, taking four games to two wins each for the sailors and Blues.

The advent of the flagship Brooklyn with its crack team found Shanghai somewhat at a disadvantage, Holliday, Ollerdessen and Pomeroy being out of town and "Doc" Clapp figuring on the hospital list. Brooklyn made a clean sweep of the series of five games, but the contests were all close and if the breaks of the game had favored Shanghai at all the locals would have taken at least two of the five. On such dependable testimony as that of "Rosie" Rosenberger the Brooklyn had not been up against so fast and hard hitting a team all season, though it had met the best of the Army teams at Manila.

A depleted pitching staff was Shanghai's biggest handicap this summer. Tinkham was the only dependable hurler on duty throughout the playing season and the big fellow's arm was giving him trouble at irregular intervals. Nevertheless, he set up an admirable record. In the All-Navy games he won seven and lost two and was not hit hard at any stage while his strike-out record mounted with every game.

The other positions were well taken care of. Behind the bat Bristow handled things in eminently satisfactory style. He did well with the stick throughout the season, starting out by bagging a collection of extra-base hits that won him the title of "Home-Run Helen."

Capt. Cy Wilhoit held down first base for the majority of the games, but took a trial run occasionally out to the outfield or over to second, performing equally well. Cy's old time ability with the bat was with him again this year.

At short Monday played a corking good game and furnished the fans numerous thrills.

Sammy Woods, at second and in the field, and occasionally behind the bat, played a consistently superior article of ball. Sammy hit .319 against the Navy and was one of the hardest working men on the team, never missing a practise or a game.

"Doc" Clapp held things down at third in snappy fashion until the memorable cricket game, when he garnered a sprained thumb. "Doc" had a batting slump but his fielding was A 1.

In the field Ollerdessen, Pomeroy, Porterfield and Swift gathered the tall ones with a high average of precision. Swift worked at third some of the time and Porterfield had average success in the box upon occasion. Swan and Blanco also aided in the outer garden work at intervals and Swan hurled some good games before he left town for his vacation.

Gene Turner turned up about mid-season and began handling the hot ones that came down to second.

Roberts and "Judge" Hadley figured prominently in the hurling during the Blue and Red Sox games and both did some good hurling. Nichols also, as Blue third-sacker, got in some good licks.

As to Bills, mention is made of his accomplishments in another column.

Taken all together, they were an aggregation that the other teams found hard to beat.

ART SMITH TO FLY HERE ON OCTOBER 6

Famous American Flyer Billed For Exhibitions Down Yangtszepoo Way

Art Smith, the famous American aviator, will give exhibitions of flying commencing October 6, from an enclosure adjoining the Yangtszepoo municipal park at the Point (end of Yangtszepoo Road) at 3 o'clock each afternoon.

Art Smith is a flyer who really flies. His daily exhibitions at the San Francisco World's Fair were witnessed by millions of people and he never had an accident or disappointed an audience. He has just completed a successful season in Japan. In Osaka alone 100,000 people attended a meeting on one day. He also made flights in Korea and Manchuria and comes to Shanghai direct from a flight at Dalny.

There will be two flights each afternoon including all manner of loop the loop stunts, spiral climbs, side drops and straight dives known to the greatest aviators, acts that will give thrills to persons of the strongest nerves.

The aviation ground selected is an ideal one between the Yangtszepoo Road and the river at the Point. A substantial fence will enclose the whole ground and commodious grand stands and other seats will be erected for the accommodation of the crowds that are sure to attend. There will be a park sufficient to hold 300 or more automobiles so placed that owners of cars can remain in their seats in their cars and have a perfect view of the flight.

Mr. Smith brings two machines both of his own manufacture as he is a maker of aeroplanes as well as an expert flyer. It is possible he may make an exhibition flight over the city at night.

Mr. Yih Rides 3 Kiangwan Firsts

(Continued from Page 1)

races this year, 10 lbs. extra.—1¼ miles.

	lbs.	
Mr Hart's bay Ye Illusionist, Mr. J. Liou	144	1
Mr. Henry Morriss' brown Cranfield, Mr. H. E. Morriss	155	2
Mr. Meguro's black Kuroshio, Mr. S. Nagai	149	3
Mr. Day's bay Nurseryland, late Tringfield, Mr. C. R. Burkill	158	0
Mr. Bonar's grey Battle Dawn, Mr. W. Hill	168	0
Mr. Tah Yuen's grey House Boy, Mr. C. C. Boyd	147	0
Mr. Vigilant's ches Twenty-Two Carat, Mr. C. T. Chu	155	0
Mr. Cloud's dun Runaway, Mr. T. U. Yih	144	0

Three lengths; a head. Time, 2.40 4/5 secs.

Pari-mutuel. To win $54.20. Places, 1st $14, 2nd $8.50, 3rd $23.90.

Cash sweep. 1st ticket 402, 2nd 442, 3rd 397. Unplaced, 77, 73, 346, 343, 47.

3.—The Patriotic Plate.—Value $300. 2nd pony $75. 3rd $25. For China ponies that have never been raced previous to January 1, 1917, and that have not won more than 2 races. Weight for inches as per scale. Ponies that have never won a flat race allowed 7 lbs. Classic winners barred.—9 furlongs.

	lbs.	
Mr. Kosmos' cream Smetana, Mr. J. Johnstone	152	1
Mr. Onden's white Azuma, Mr. F. R. Vida	151	2
Mr. Perchang's skew Optimism, Mr. J. I. Ezra	145	3
Mr. Tucksong's brown Morning Star, Mr. W. Hill	152	0
Mr. Nagai's dun Katori, late Birchwood, Mr. S. Nagai	149	0
Mr. Pentasocietas' white Prince Charlie, late Orientalism, Mr. T. U. Yih	148	0

Four lengths; one and a half. Time, 2.33 3/5 secs.

Pari-mutuel, to win $13.40. Places, 1st $6.20, 2nd $8.50, 3rd $7.10.

Cash sweep. 1st ticket 582, 2nd 85, 3rd 91. Unplaced, 367, 67, 562.

4.—The Entente Cordiale Stakes.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies. Weight for inches as per scale. 1 mile.

	lbs.	
Mr. Henry Morriss' dun Homefield, Mr. H. E. Morriss	158	1
Mr. John Johnstone's black Star of Doon, Mr. J. Johnstone	152	2
Mr. Cloud's white Railway, Mr. J. Liou	165	3
Mr. Day's ches Loofield, Mr. J. I. Ezra	152	0
Mr. Tah Yuen's brown Recommendation, Mr. S. A. Sleap	156	0
Mr. Elrettus' ches Quicksand, late How Much, Mr. F. R. Vida	155	0
Mr. M. S.' brown Blackwood, Mr. T. U. Yih	152	0
Mr. M. O. Springfield's grey Mechanism, Mr. C. C. Boyd	155	0

Length and a half; half a length. Time, 2.5 3/5 secs.

Pari-mutuel. To win $14.40. Places, 1st $6.30, 2nd $7.70, 3rd $6.10.

Cash sweep. 1st ticket 582, 2nd 210, 3rd 16. Unplaced, 562, 404, 500, 234, 166.

5.—The Mart Plate.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies that have never been raced previous to January 1, 1917. Weight for inches as per scale. Ponies that have started in and never won a flat race allowed 7 lbs. and unplaced ponies allowed 3 lbs. in addition. Classic winners to carry 7 lbs. extra.—7 furlongs.

	lbs.	
Mr. S. B. S.' ches Gold Bar Mr. T. U. Yih	155	1
Mr. Tucksong's bay Lucky Star, Mr. J. I. Ezra	155	2
Mr. Jedfertno's bay Reims, Mr. S. A. Sleap	145	3
Mr. N. L. Sparke's grey Wild Oats, Mr. C. C. Boyd	157	0
Mr. Cloud's grey Sideway, Mr. J. Liou	152	0
Mr. Meguro's dun Ayame, late Klodshans, Mr. S. Nagai	149	0

Two lengths; many. Time, 1.49 2/5 secs.

Pari-mutuel, to win $64.70. Places, 1st $15.10, 2nd $7.70, 3rd $24.60.

Cash sweep. 1st ticket 552, 2nd 643, 3rd 601. Unplaced, 43, 574, 426.

6.—The September Selling Plate.—Value $400. 2nd pony $100. 3rd pony $50. For China ponies. Winner to be sold for $200, weight for inches as per scale; if entered to be sold for $100, allowed 5 lbs; if entered to be sold for $50, allowed 10 lbs.—¾ mile.

	lbs.	
Mr. Foh Sing's grey Milkway, Mr. T. U. Yih	146	1
Mr. Henry Morriss' grey Omedeto, Mr. H. E. Morriss	145	2
Mr. Jack's grey So Much, Mr. F. R. Vida	150	3
Mr. Day's ches Meadowland Mr. J. I. Ezra	148	0
Mr. Tah Yuen's grey House Boy, Mr. C. C. Boyd	152	0
Mr. M. S.' grey Innocence, Mr. J. Liou	145	0
Mr. Nagasaki's grey Wormwood, Mr. S. Nagai	152	0
Mr. Perchang's grey Peronne, Mr. S. A. Sleap	147	0
Mr. Ludy's grey Blighty, Mr. W. Hill	147	0

One length; three. Time, 1.32 1/5 secs.

Pari-mutuel, to win $46.90. Places, 1st $9.10, 2nd $6.80, 3rd $7.30.

Cash sweep. 1st ticket 391, 2nd 472, 3rd 557. Unplaced 100, 600, 596, 506, 30, 331.

Winner sold to Count Jezierski for $180.

7.—The Mid-Autumn Handicap.—Value $400. 2nd pony $100. 3rd pony $50. For China ponies. Top weight will not be more than 165 lbs. Winners after publication of the weights to carry 5 lbs. extra.—1 mile.

	lbs.	
Mr. Henry Morriss' brown Wakefield, Mr. H. E. Morriss	155	1
Mr. M. O. Springfield's grey Mechanism, Mr. C. C. Boyd	140	2
Mr. Vigilant's ches Twenty-Two Carat, Mr. C. T. Chu	140	3
Mr. Bonar's grey Battle Dawn, Mr. W. Hill	155	0
Mr. Onden's skew Taishyo, Mr. F. R. Vida	165	0

One length; the same. Time, 2.42 1/5 secs.

Pari-mutuel, to win $18.30. Places, 1st $11.50, 2nd $35.70.

Cash sweep. 1st ticket 305, 2nd 414, 3rd 312. Unplaced, 190, 482.

8.—The New Park Handicap.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies that have never been raced previous to January 1, 1917. Top weight will not be more than 160 lbs. Winners after publication of the weights to carry 5 lbs. extra.—1 mile.

	lbs.	
Mr. Leaf's dun The Kangani, Mr. T. U. Yih	147	1
Mr. Perchang's bay Commercialism, Mr. J. I. Ezra	148	2
Mr. Cloud's grey Sideway, Mr. F. R. Vida	149	3
Mr Tucksong's brown Morning Star, Mr. W. Hill	147	0
Mr. Jedfertno's bay Reims, Mr. J. Liou	135	0

Three lengths; the same. Time, 2.6.

Pari-mutuel, to win $29.20. Places, 1st $11.50, 2nd $8.90.

Cash sweep. 1st ticket 166, 2nd 210, 3rd 212. Unplaced, 328, 584.

9.—The Littleton Plate.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies that have started at this meeting and not won. Weight for inches as per scale.—7 furlongs.

	lbs.	
Mr. Cloud's white Railway, Mr. J. Liou	155	1
Mr. Tah Yuen's brown Recommendation, Mr. C. C. Boyd	155	2
Mr. Tigs Tuan Kongsee's bay Ampat, Mr. W. Hill	152	3
Mr. Day's ches Loofield, Mr. J. I. Ezra	152	0
Mr. Nagasaki's grey Wormwood, Mr. Nagai	144	0
Mr. Perchang's skew Optimism, Mr. F. R. Vida	152	0

A neck; many lengths. Time, 1.47 3/5 secs.

Pari-mutuel. To win $9.40. Places, 1st $6.40, 2nd $12.50, 3rd $11.50.

Cash sweep. 1st ticket 529, 2nd 47, 3rd 198. Unplaced, 402, 354, 360.

S. C. C. Cricketers Defeated By Rest

(Continued from Page 1)

W. E. Wilson, not out	8
R. J. S. Brandt, did not bat	
G. Sale " "	
T. Main " "	
Extras	1
For 6 wickets	155

Bowling Analysis

	O.	M.	R.	W.
Billings	10	1	50	1
Clifford	9	1	33	3
Vine	7	0	30	1
Foster	4	0	23	0
Whitehead	3	0	18	1

Parsees Beat Recs

The Parsees got the better of the Recreation Club, yesterday, by 93 to 92. The scores follow:

S. R. C.

K. H. Purcell, b. J. H. Shroff	27
R. A. Donaldson, c. and b. J. H. Shroff	3
E. G. Barnes, c. and b. C. B. Sethna	18
E. Noakes, b. Ragi	0
W. G. Mooney, b. Ragi	18
R. H. Phillips, b. Ragi	0
N. David, b. Sethna	2
M. Foox, not out	0
F. Ollerdessen, b. Shroff	17
J. Ellis, b. Ragi	3
T. Madar, b. Ragi	1
Extras	3
Total	92

Bowling Analysis

	O.	M.	R.	W.
C. B. Sethna	8.1	1	35	2
J. H. Shroff	10	4	27	3
R. H. Ragi	7	1	27	5

Parsees

C. B. Sethna, b. Purcell	17
J. H. Shroff, b. Purcell	15
B. D. Tata, b. Donaldson	9
H. S. Madar, c. Ollerdessen, b. Donaldson	3
R. Viccajee, c. Purcell, b. Ollerdessen	19
R. H. Ragi, c. David, b. Barnes	15
H. L. Sopariwala, b. Barnes	4
H. C. Umrigar, st. Noakes, b. Ollerdessen	0
M. C. Charna, run out	8
Victor Viccajee, not out	2
J. A. Shroff, did not bat	–
Extras	6
Total	93

Bowling Analysis

	O.	M.	R.	W.
R. H. Purcell	6	–	25	2
R. A. Donaldson	7	–	41	2
F. Ollerdessen	4	1	14	2
E. G. Barnes	3.3	–	12	2

Other Sporting News will be found on Page 19 News Section.

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'Rosie's' Record Is Real One, All Right

(Continued from Page 1)

waters. That season "Rosie" gathered in another Atlantic fleet pennant.

Last season the Brooklyn steamed up the Whangpoo and, with Rosenberger and Eysinger figuring as the principal battery, ripped through the rest of the assembled flotilla here, to the championship of the Asiatic fleet. Down in the Islands this past season "Rosie" went up against the prime sluggers of the Army nines and accumulated fresh laurels. And in the Brooklyn series here some weeks ago he pitched two victories and pulled a third game out of the fire in the last inning.

The Brooklyn may be back in Shanghai in time for "Rosie" to make another appearance here this fall, but if not the fans are pulling for his return to the local mound next season.

Bills Is The Season's Diamond Sensation

(Continued from Page 1)

during the five-game series with the crack Brooklyn nine that he scintillated most brilliantly. Both in batting and fielding he stepped away to the fore. Against the baffling slants of "Rosie" Rosenberger and "Dynamite" Hylton he clouted out a .500 record, getting nine hits in 18 times at bat. In the field, chiefly at short, he compiled an average of .923, handing 28 out of 30 chances, including a varied assortment of startling plays. Bills faced the redoubtable "Rosie" on 9 occasions and nicked the famous Navy twirler for five clean hits, one of them a two-bagger. In the fourth game of the series, after Roberts and Hadley had been driven to cover, he went in and held the hard-hitting Brooklyn nine to four scattered hits in eight innings, and further distinguished himself by rapping out two homers in succession at "Dynamite's" expense. These are a few of his accomplishments.

"Billsie" leaves for home in a few days and it is probable that Shanghai fans will not see him in action again. He carries with him a handsome silver cigarette box as a testimonial of regard from the Shanghai team, for he was as popular with his fellow players as he was with the fans. Bills plays baseball wholeheartedly, and for pure love of the sport, but says that he has not had much chance to engage in the pastime since he graduated from Cornell in 1915, —after four successful years of the college game—until this season.

"I'd walk three miles for a chance at bat," he says, "and I'd like to come back to Shanghai, but I'm afraid it's too far. But I've had a grand time here this year and feel that I played with a mighty fine ball team."

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